PACIFIC FISHERMAN

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NUMBER

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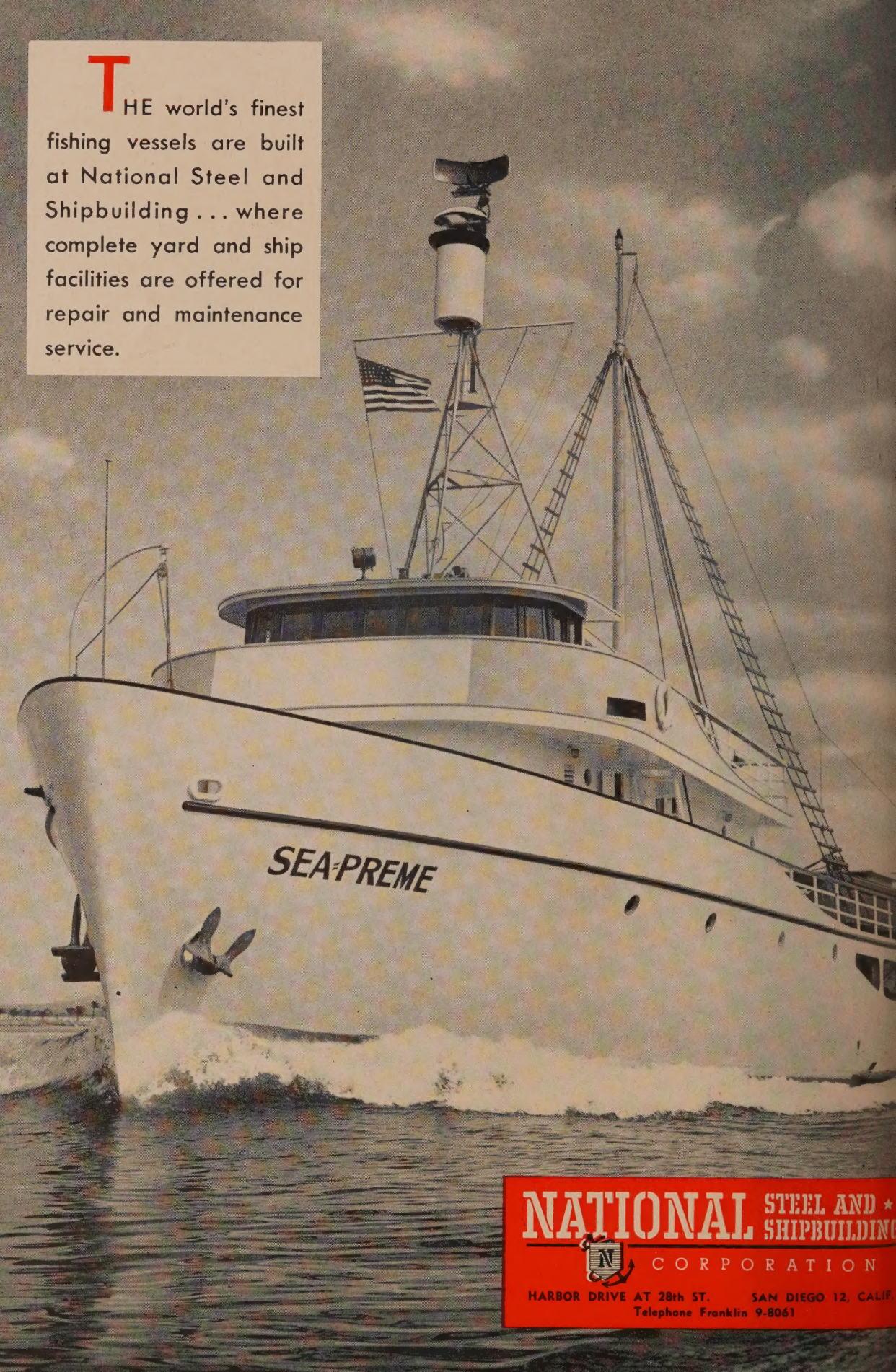

NATIONAL STEEL AND SHIPBUILDING CORPORATION

HARBOR DRIVE AT 28th ST. SAN DIEGO 12, CALIF.
Telephone Franklin 9-8061

PACIFIC FISHERMAN

A Miller Freeman Publication

50 No. 9

AUGUST, 1952

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Bristol Bay Red Salmon Pack Far Under Cycle Year

Going into the last days of the Bristol Bay Red salmon season, it was evident as this issue closed that production would be far below pre-season expectations of most fishermen and operators, and would be from 50 to 60% of the 1947 cycle year. From the standpoint of the producers, this is extremely disappointing, as this is one of the two strong years in the Bristol Bay 5-year cycle.

From the standpoint of the trade, it should be noted that the Red salmon supply from Bristol Bay will be more than twice that of 1951; and will exceed the production of the years 1950 and 1949 by 50% or more.

The fish ran small, and this imposed a new cost burden on the packers, as they buy by the fish; and small salmon require more fish per case.

Short run on the Ugashik—for the second successive year—brought early closure. Similar drastic action followed on the Nushagak, where the run also was scant.

Concentration of gear, particularly in the Naknek-Kvichak area, with 15 freezerships and three floating canneries added to the shore plants, was reported by observers as fantastic. The catch was widely split among many nets.

Storms checked operations three times during the short season; one particularly violent one doing much damage and taking the lives of at least four fishermen, reported to be Salvatore Castaldo of Monterey; Horace Sollazo of Pacific Grove; George Lester and Nick J. Silveira of Oakland.

Operations on the Bay disclosed some interesting wrinkles which had been kept under wraps in advance of the season. Notable in this respect were the small radiophones with which a number of the gillnet boats were equipped, enabling the fleets to be handled most effectively in the interests of both safety and production.

50th Anniversary Number Available For Single-Copy Distribution

Because of the unusual historical interest of this 50th Anniversary Number of *Pacific Fisherman* and anticipated exceptional demand, provision has been made for substantial increase in the number of copies available for special order. It is suggested that any such orders be placed as promptly as possible in order to be certain of being filled. The special order price of this number is 50c per copy.

New annual subscriptions placed up to Sept. 1 can be started with this 50th Anniversary Number, if this is indicated in the subscription order. Price of the annual subscription price is $3. This includes the *Pacific Fisherman Yearbook,* single copy price of which is $2.

Stout Fisheries Plank Built Into Republican Platform

"We favor protection of our fisheries by domestic regulation and treaties, including safeguards against unfair foreign competition."

This fisheries plank was built into the 1952 platform of the Republican party at Chicago—obviously pointing the finger at the Democratic defeat of the tuna tariff bill by a party-line vote.

Ilwaco Cannery Leased

Lease of the Ilwaco, Wash., cannery of the Columbia River Salmon Co. to Leo Rubinstein and Stephen T. Eide was announced the middle of July by Jack Tenneson, head of the owning company.

Eide and Rubinstein plan to pack Albacore in the cannery, starting about Aug. 15. The lease runs through 1952. Mr. Eide has been manager of the cannery in the past and long has been a fish buyer at Ilwaco. Mr. Rubinstein is an uncle of Sam Rubinstein, head of Whitney & Co.

Through 55 years of fisheries development

PACIFIC MARINE *has kept pace*

From early Seattle SHIP CHANDLER...

"Be there any Ship Chandlers here? . . . What do they sell for the most part? . . . Almost all things, as namelie butter, cheese, fagots, pots, pannes, candles, canvas, and a thousand other things besides for vesselles."

—Stubbs (1825-1901), historian.

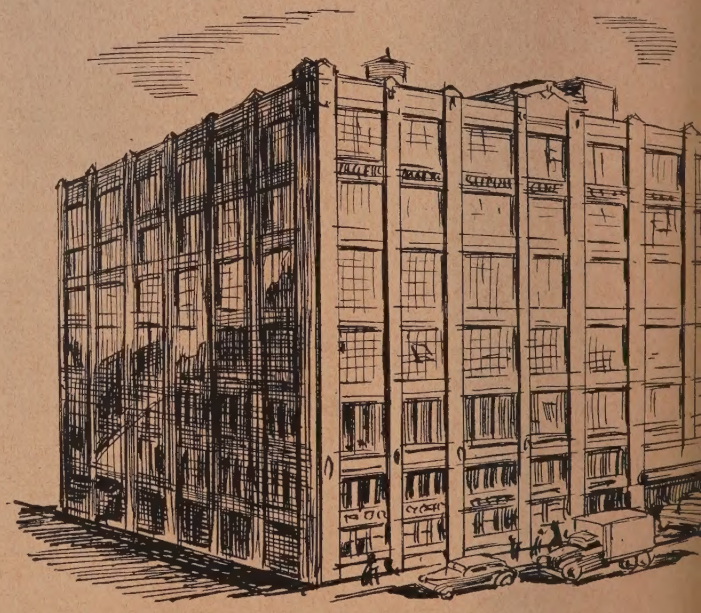
The year 1897 saw Pacific Marine Supply Company open for business in a modest basement establishment on lower Washington Street. The company carried the name "Pacific Net and Twine." Then, in 1903, it bought out a marine supply business, becoming one of the first specialists in "Ship Chandlery—fishermen's and cannery supplies, ropes and cordage."

The firm next moved to a dockside location on old Milwaukee Pier No. 6, from whence its marine wares were delivered in snappy horse drawn wagons like those sketched above. In 1927, the name became "Pacific Marine Supply Co."

In the early days kerosene lamps, hand pumps, sounding lead and hand fog horns were stock in trade. Many lines of supplies, later to become famous, were selected and regularly stocked from the beginning, and have remained today as important items on the firm's roster of supplies. Among these are PLYMOUTH CORDAGE, BARBOUR'S AND GOLD MEDAL NETTING and EDWARDS WIRE ROPE AND WIRE NETTING.

...to ONE OF THE LARGEST MARINE SUPPLY ORGANIZATIONS

Today, The Pacific Marine Supply Company is one o the most modern, complete marine supply organizations i the world, distributing everything for the use of the fishe man, cannery man, boat builder, ship operator and pleasur craft owner. Pacific Marine Supply occupies a modern si story and basement building with 109,200 square feet o floor space housing 10 specialized departments. The com pany's latest catalog contains 16 sections listing over 20,00 items selected and stocked to serve the marine industry o the Pacific Northwest and Alaska.



KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 55 years standing with

PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

1213-1223 WESTERN AVE., SEATTLE 1, WASH.

the salmon industry was introduced to the sanitary can, Astoria, 1912. Left to right, seated: W. F. egor; George W. Sanborn; Fred Barker; F. P. Kendall; H. S. McGowan; George Foster; R. A. Welsh; Phelps; Lee H. Wakefield; H. Bell-Irving, Sr.; B. Lindenberger; Daniel Campbell; (rear) C. H. Mc- n; Herbert Hume; F. C. Barnes; Miller Freeman; E. E. Fleming; W. I. Crawford; W. H. Barker; P. J. e; K. J. Saeter; J. G. Cotton.

ing: F. W. Prael; (rear) August Buschmann; F. A. Seufert; E. A. Sims; John McGowan; F. C. John- H. Bell-Irving, Jr.; J. J. McBain; O. M. Ash; John L. Myers; (rear) E. Larsen; P. E. Harris; (rear) J. L. y; D. W. Branch; John E. Rice; R. E. Small; F. M. Warren, Jr.; (rear) Wm. Stewart; C. H. Buschmann; W. E. Persell; E. Shelley Morgan; (rear) H. H. Snow; H. J. Bigger; (rear) Carl A. Sutter; D. C. Carpenter; (rear) J. Rowan; George Teal.

ANNIVERSARY

Editorial Reflections

MPLETING 50 years as the reporter and ndustrial journal of the fisheries of the 's great ocean basin, **Pacific Fisherman** in pages presents its 50th Anniversary Num-

have approached the preparation of this n humbly, conceiving it to be at once an tunity and an obligation — in which we d prepare for the Industry an objective di- of the Industry's past half-century, some- which has never been done before.

conceive this anniversary number as a re- **on** the Industry, **to** the Industry, covering ast 50 years—years in which **Pacific Fisher-** has been privileged to serve as its reporter ditorial spokesman.

our planning we have sought to draw from ublished record of the past something of of experience, of interpretation, and of com- nding which will be of value in understand- morrow.

h this objective, and by researching the full f this journal, we have written five "Decade ts," each covering 10 years of the 50, seek- n them the interesting, the human, the **sig- nt.** They do not pretend to be history, and statistics are not in them. They are written for men who have lived in these years, and have played a part in their fisheries.

These 50 are fascinating years, encompassing most of Man's use of his Pacific ocean resources. They have seen the development of some of Earth's richest food supplies—and of the scientific measures and means by which Man through wise use can reap without planting, and can harvest a crop from the sea forever. Yet these years may be mere beginnings, for the breadth and depth of the Pacific may hold reserves as yet untouched.

As these 50 years close and as we enter upon the Sixth Decade, the three great fishery nations of the North Pacific embark upon an international treaty for high seas conservation. This is based upon the thesis that nations which have not engaged in the conservation, research and sustained yield use of a coastal fishery should abstain from participating in it.

Thus as we publish our 50th Anniversary Number the Pacific fisheries enter upon a new day, with a new concept of international cooperation for conservation, a new confidence in the years to be.

The PRIVILEGE of PUBLISHING

PACIFIC FISHERMAN rounds out 50 years of publishing to the fisheries sincerely recognizing the privilege of being the reporter for a great and dramatic industry peopled with men of courage, of vision, of faith.

For truly this *is* a privilege, which we acknowledge humbly, but in pride.

The men of the fisheries are strongly individual, and they need be, for theirs is a field of risk and danger, be it at sea or in the marketplace. To have known these men and written their stories has been a colorful assignment, full of compensations. To have won and kept their confidence for 50 years is the richest reward an industrial journal can achieve.

In this knowledge we are humble. Of this fact we are proud.

IN 1920 we had occasion to publish a "Declaration of Principles," of which the crux and key was:

> "*Pacific Fisherman* is an entirely independent publication. It has no alliance with any association, organization or special interest within the trade, nor any obligation to any interest, or group of interests, save the obligation to serve the permanent welfare of the industry as a whole, and its attitude is governed solely by that consideration."

That was written 32 years ago. It was true then. It is true now. It will continue to be true.

It has ever been our conviction as publishers that to serve best "the permanent welfare of the industry as a whole" *Pacific Fisherman* must have an independent position, from which it can raise an independent voice as intelligent disinterest dictates.

We feel this journal can be *for* the industry without being *of* the industry, and that it is better so.

THROUGH 50 years *Pacific Fisherman* has le many things. One of the simplest, yet most signi is that the technique of the reporter and editor applied to scientific research and scientific managem fish and of fisheries. In a word:

Ascertain the facts, free of pre-conceived notio

Thoughtfully determine what they mean;

Act upon this analysis with vigor, determinatio impartiality.

This approach produced results in halibut researc solved the secrets of the Sockeye; but the metho more than produce results and solve secrets—it com public confidence, wins popular support, and gets done.

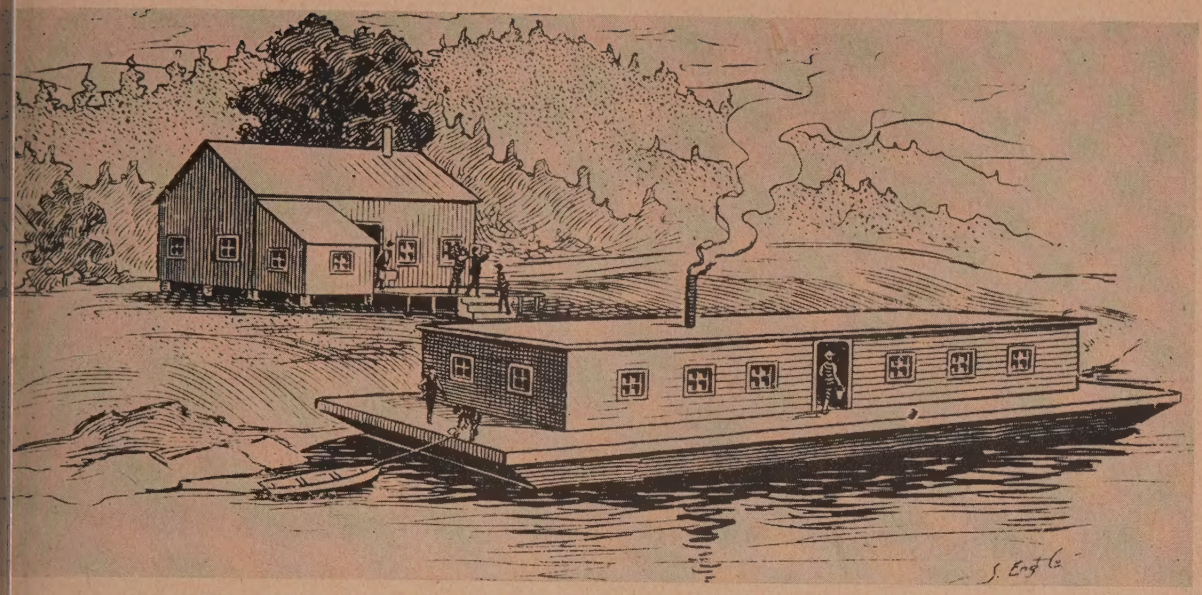
THERE will never be an end to the fisheries' pro As solutions are found, new posers arise. N more serious for the fishing industry of North ica than that produced by mounting costs, which the industry competitively and lay its markets wid to the products of low-cost countries.

Here is a problem for today and tomorrow as perp and demanding as any of the past.

THERE can be no compromise with conservatio have a fishing industry, you must have fish; you use your fish wisely you can have them fo This is *true* conservation—"wise use"—and to it *Fisherman* has been dedicated from its beginnin irrevocably dedicated today.

Miller Freeman

This antiqu bel was by Will Hume, or the three who pione American mon cann Date of th bel is unkn but it prob was in the as it bear facsimile medal d 1877.



FIRST FISH CANNERY ON THE PACIFIC WAS A "FLOATER"
his scow the Humes and Hapgood canned the first salmon on the Sacramento River in 1864. This ntic sketch was made for Pacific Fisherman in 1903 under the personal supervision of G. W. Hume.

OUNDATIONS FIRST

Fishing Industry Was Built On Basic Blocks Laid Down In Decade of 1903 to 1912

UNDATIONS of the fisheries ere laid in the first decade of ır 50 years—from 1903 through

s was a decade of changing days, when great fisheries were born, tuna and California sardine ıg had their real beginnings;

en power came to the fisheries ngines swept oars and sails from anks and drifts;

en mechanization came to the ries and the soldering iron dis- red from the plants as the -bath had before it.

ific Fisherman was born in 1903, ar when the first sardines were l at Monterey, when the first mental model of the "Iron " was put together, when the ngine was put in a purse seiner.

very phase of the fisheries there rowth—the stirring of birth in ies and Tuna, the stretching out horizons for Halibut, the com- nto full manhood for Salmon.

War in the Market Place

Where to begin?

With Salmon, surely; for Salmon already was a great industry, still growing, but great; and it was a day of giants in the business, when Guggenheims and Morgans tried their hands at fishing—and lost their shirts.

The decade opened with one of the most dramatic scenes in the whole history of Pacific fishing—the Salmon War, when the Alaska Packers Association and the Pacific Packing & Navigation Co. fought it out in the market place. The former, with a pack of 1,223,000 cases, of which 1,007,000 cases were Reds, carried the price of Chums down to *16c per dozen* 1-lb. cans, and four months later Pacific Packing & Navigation went into receivership.

Reviewing the incident a year later, the Alaska Packers in an official statement said:

"This is the whole history of the so-called 'Pink Salmon War,' and illustrates two principles which are necessary to be applied in order to maintain living prices:

"First, the supply of an article must not materially exceed the demand;

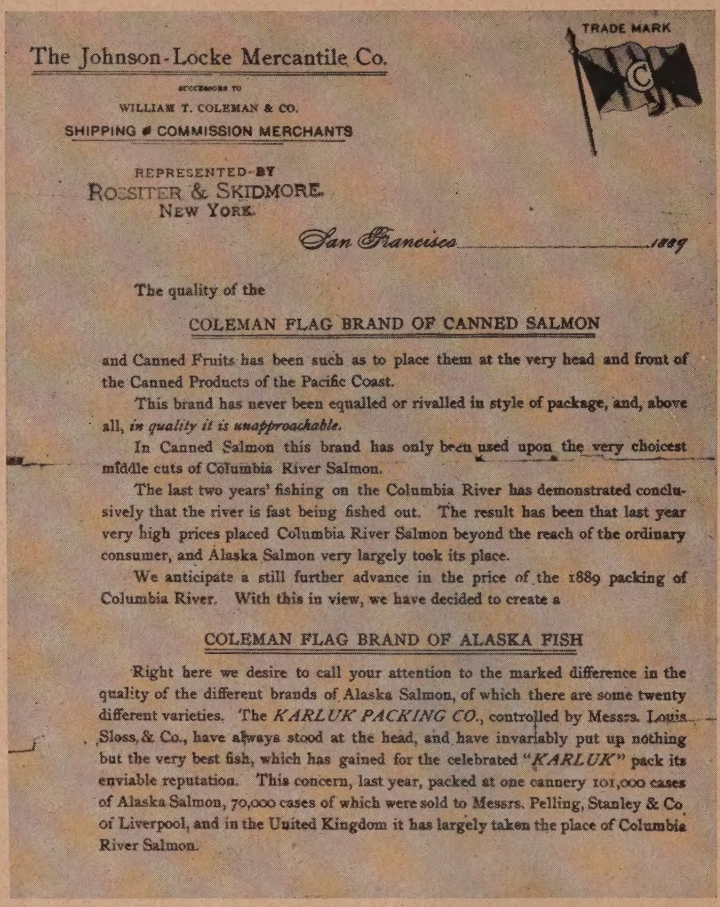
"Second, *those interested in maintaining prices should not begin the cutting, lest they lose control of the knife.*" (Emphasis supplied by editor to what is surely one of the most delightful utterances in the whole history of canned fish merchandising.)

Fishermen's Pay in 1903

After the "war" was over, salmon prices in 1903, per dozen 1-lb. talls stood at: Reds, 92½c; Cohoes, 75c; Pinks, 50-52½c; Chums, 42½c. One broker wrote: "It is a mistake to put prices too high, but $1 to $1.10 is *needed* for Red talls; and $1.20 to $1.25 is *needed* for talls Sockeye."

Dr. David Starr Jordan wrote: "It costs $2 to pack a case of salmon. Pinks cannot be canned at a profit except as a by-product in a cannery devoted chiefly to Red salmon"; and he was a disinterested observer—a scientist and university president.

But then, in 1903 the lay on Bristol



The Johnson-Locke Mercantile Co.

SUCCESSORS TO
WILLIAM T. COLEMAN & CO.
SHIPPING & COMMISSION MERCHANTS

REPRESENTED BY
ROESSLER & SKIDMORE,
NEW YORK.

TRADE MARK

San Francisco, 1889

The quality of the

COLEMAN FLAG BRAND OF CANNED SALMON

and Canned Fruits has been such as to place them at the very head and front of the Canned Products of the Pacific Coast.

This brand has never been equalled or rivalled in style of package, and, above all, *in quality it is unapproachable.*

In Canned Salmon this brand has only been used upon the very choicest middle cuts of Columbia River Salmon.

The last two years' fishing on the Columbia River has demonstrated conclusively that the river is fast being fished out. The result has been that last year very high prices placed Columbia River Salmon beyond the reach of the ordinary consumer, and Alaska Salmon very largely took its place.

We anticipate a still further advance in the price of the 1889 packing of Columbia River. With this in view, we have decided to create a

COLEMAN FLAG BRAND OF ALASKA FISH

Right here we desire to call your attention to the marked difference in the quality of the different brands of Alaska Salmon, of which there are some twenty different varieties. The *KARLUK PACKING CO.*, controlled by Messrs. Louis Sloss & Co., have always stood at the head, and have invariably put up nothing but the very best fish, which has gained for the celebrated "*KARLUK*" pack its enviable reputation. This concern, last year, packed at one cannery 101,000 cases of Alaska Salmon, 70,000 cases of which were sold to Messrs. Pelling, Stanley & Co. of Liverpool, and in the United Kingdom it has largely taken the place of Columbia River Salmon.

This antique document, uttered in 1889, is one of the most revealing products of the historical research done for this 50th Anniversary Number. Note that the Columbia River in 1889 was "fast being fished out"; and that "very high prices placed Columbia River Salmon beyond the reach of the ordinary consumer"—which is one way of saying "priced out of the market." Note also the kind of export business which was passed in 1889, with one firm buying 70,000 cases of Reds from the pack of one cannery alone.

Bay called for 3c each for Red salmon, plus $75 for the season.

At Karluk the fishermen got $15 per thousand for Red salmon—fish, not pounds—*or* 20c per case packed; plus $40 per month, after they reached the cannery.

On Copper River, Reds were 4c each and Kings 10c. Pinks were $5 per thousand fish—all prices plus $15 per month.

Columbia River Chinook prices were 5c per lb. for fish under 27 lbs., with a cent more above that.

"Priced Out of the Market" Half a Century Ago

"Salmon has been priced out of the market" was heard in those days also, although in slightly different words.

When Alaska Packers Association dropped the price of Reds to 85c per dozen talls in 1905 a competitive observer wrote: *"Consumption* was hammered down by the unheard-of price of $1.30 by the A.P.A. two years ago. Now it must be stimulated by sacrifice."

In the same year the price of Sockeyes on Puget Sound fell as low as 5c *each* to the fishermen.

Three Gigantic Strides Toward Mechanized Packing

The process of packing saw three enormous strides toward mechanization in the First Decade of our 50 years—mechanical fillers; the "Iron Chink"; and the "sanitary" can.

Filling machines had been tried before *Pacific Fisherman* first appeared, and several machines developed along acceptable lines—all much the same—and did a fair and gradually improving job for nea years.

In the first issue of this appeared a brief note that "butching machine is now com In August of that year, wi salmon season in full swing, it served that there are "No les four different fish butcherin chines on Puget Sound"—the Smith, Alaska Packers and H & Seely machines.

A month later the name Chink" was first employed—an that season the machine which Smith invented rose by its me become a standard tool of canning. Smith tried other lin sought to build a machine Atlantic fisheries, but the Iron was his great achievement. H of burns in an automobile mis 1909. His obituary filled two p *Pacific Fisherman.*

"Sanitary" Can Brought New Day to Fish Cannin

The "Sanitary" can appear in *Pacific Fisherman* adverti 1905. It was then beginning to established in fruit canning, for several years would it be a in salmon packing.

Although it appears that 54 of salmon were packed experim in solderless cans in 1908, it is til 1909 that report of actual the cans was published. In th the Columbia River Packers A tion and J. G. Megler & Co. use of these cans on the Columbia while F. C. Barnes at Yaqui and Elmore & Co. at Alsea al them, and this journal reporte

"The experience of those w the American Can Company sanitary can has demonstrated doubt that the new patent is money saver, both in decreas of labor and material."

Other Columbia River pla stalled the sanitary can in 19 in the fall of that year Pacific ican Fisheries tried them on Sound. In that year 246,375 c the new cans were used; and the total had risen to 1,687,42

At the end of the decade, 1912, it was written: "All b of the Puget Sound canneries stalling sanitary can lines (fo the Big Year), as the most co tive figures show a saving of case."

Sardines on Page 1; Volume 1; Number 1

Sardines had a place on t editorial page of the first i *Pacific Fisherman* in January where it said: "An excellent fi able for canning as sardines i along the shore waters of the Pacific Ocean, and several ca are now canning them. These said to be equal to the i

vas the beginning of the Monterey sardine industry, with the Booth cannery in the bight hard-by er where the seafood restaurants and the souvenir shops are today. The Monterey fishing fleet was a sketchy thing then. (Photo courtesy F. E. Booth Co., Inc.)

ut up in a fine grade of oil. s always a good market for sardine."

ems that the pioneers tried sardines all over the place. ember, 1903, Hemlow Sardine reported packing them at As-

E. Booth was initiating n California sardine canning with his Monterey Packing ich was described as "having lished wonders" in a short Booth sardines were then in olive oil."

ine Monterey Sardines" from Sound were reported in this at the end of 1904, when it d that 14 tons were caught San Juan Islands in a single he appearance of these fish Sound probably in a way ac- or their scarcity on the South- st this year."

exactly where first sardine was done seems to have been r of some dispute, for in 1905 nal reported "the first sardine was at San Pedro," and then to give this surprising infor-

he present time there are a nts scattered from San Pedro eau, with standards varying n as the distance."

rn Sardine Packing d European Style

tinction must be drawn be- sardine canning of the type kage we know today—which eir beginning primarily in y; and the quarter-oil or " style sardine pack, which up much earlier in Southern ia.

rst sardine plant in Southern ia was established in 1892 California Fish Co., headed by apman, and including R. D. grandfather of W. Wade Am- and A. J. Halfhill. After an ssful attempt to salt mack- kits, the company turned to sardines and became the n California Fish Co., which s in business to the present. 94 a party of sardine men stport, Me., including Wilbur d, reached Los Angeles and became connected with the company, which for a number of years engaged in canning small sardines in European style.

The cannery was supplied by a 60' boat *Alpha* powered with a gas engine started by means of a shotgun shell. The boat's catch was limited to 50 tons per month. Capt. Ed Young, her third skipper, is still living in San Pedro.

From "Mackerel" to "Pilchard" To "Sardine" in Labelling

Mr. Booth had a lot of trouble with labelling. First he called his product "mackerel," but federal authorities objected and insisted upon "pilchard." Once this name was well in use, they objected again and insisted that "sardine" be substituted. Mr. Booth disgustedly wrote *Pacific Fisherman* the details of his difficulties with the Feds and summed-up saying:

"While the scientists may war over the proper name and classification of our fish, all we ask is that we may be allowed to pack them and market them, and give the public a chance to eat them, in peace."

The Booth operation at Monterey was under the management of an enterpriser who had come from Norway, K. Hovden. We read of him first in 1908 as making some experiments with the packing of smoked sardines.

Beginnings at San Diego

San Diego sardine canning is reported first in 1910 in the announcement:

"Despite the claim that genuine sardines are not to be found in the waters of Southern California, three men with long experience have formed the Cabrillo Sardine Co., have built a plant and are now canning the product of San Diego Bay waters at La Playa. The company is composed of D. H. Hume, A. J. Steele and James McMahon. The canned product is being put on the market and is meeting with much demand."

The following year brought broadening of the sardine business at San Pedro, and the name Terminal Island first crops up in PF. A heavy run of sardines was reported off Redondo, with the statement that the catch of 50 tons a day "keeps the California Fish Co. cannery swamped."

Good fishing all along the sardine coast in 1911, with the fish "never so plentiful" at San Diego; and Monterey reporting fishing, and the fish, "unusually good."

The California pack of sardines in that year, according to the best available records, was 18,774 cases.

Terminal Island, Calif., where America's largest concentration of fish packing centers today, as it was in 1873. This view looks toward Dead Man's Isle, no longer in existence. The first fishery plant was built near this location in 1892.

Normandy Sea Food Co. cannery at San Diego in 1918. The plant was evidently packing sardines at the time, but it was one of the early tuna packing firms, a component of the structure that ultimately became the Westgate-Sun Harbor Co. of today.

Mists of Antiquity Obscure Tuna's Beginnings

Although tuna first broke into print in *Pacific Fisherman* in 1904, and then only in a brief reference to the species as a game fish, it appears that some Albacore was included in experimental packs of canned fish put up by the Southern California Fish Co. in 1903—*Pacific Fisherman's* first year.

It is probable that some experiments had been made even earlier than that with the Albacore cut in chunks, steeped in brine, and then canned in olive oil after the Mediterranean manner. This pack is said to have been unsuccessful.

The 1903 pack was made of fish pre-cooked by steam in a redwood tank, the loins being canned as they are today after removal of the skin, bones and dark meat. According to Capt. Ed Young, who as skipper of the fishing vessel *Alpha*, and who still lives in San Pedro, 700 cases were packed in 1903 under the "Blue Sea" label. Two girls were taken from the plant and sent uptown to the "People's Store," which is today The May Co. The cans were opened and customers were given samples on toothpicks—demonstrating that even in the beginning tuna packers were merchandisers.

First reference to tuna canning appears in this journal in October, 1907, when we reported:

"Recent advice from the California & Mexico Fishing Co., D. H. Hume, superintendent, of San Diego, Calif., reads as follows:

" 'We are now running the San Pedro cannery to capacity on canned abalone, and are putting up a dry pack of the same fish. We also have under tin a fine pack of tuna in olive oil. The latter delicacy finds a ready market with the Italian trade in New York City and environs.' "

"Canned Tuna a Success"

"Pacific Tuna Canning Co.'s plant recently erected at San Diego is now ready for operation," we reported in July, 1911. "A carload of specially molded cans has arrived. The plant will employ 25 men."

The following year:

"The Southern California Tuna Canning Co. is now making preparations to enlarge its tuna canning plant at

Wilbur F. Wood, only remaining pioneer of tuna canning, pictured when he and tuna canning both were young. This photo was published in Pacific Fisherman in June, 1917

San Pedro to meet the increa
mand for its product.

"Only a few years ago tuna
drug on the fresh fish marke
discovery of a new method of
is developing an important l
dustry in Southern California

And later in 1912:

"The California Tunny Cann
which is preparing to put up t
on a large scale in the vici
Los Angeles has finally secur
mission to go ahead."

Growth was good in 1912:

"CANNED TUNA A SUCC

"C. E. Pierce, who has beer
ducing 'Pierce's Brand' canne
fornia tunny, put up by the Ca
Tunny Canning Co. at San
reports phenomenal success wi
product. The factory is now
in good shape, and all orders
have been taken care of. Mr.
says the plant is the most
and sanitary fish plant in the
In three days last week 701
1-lb. cans were put up.

"Paul Fachus and W. F.
who are operating the canner
had long experience in canni
*Mr. Wood having been the fi
on the coast to pack tunny.*"

(*Pacific Fisherman* decline
drawn into a controversy as
was first with tuna, quoting
from the printed record as it
in the files of this journal.)

And in September, 1912:

"POPULARIZING CANNED

"A. B. Seal, sales manager
White Star Canning Co., of L
geles, recently passed through
on a tour of the jobbing cer
the United States. Mr. Seal i
engaged in capturing the publi
with White Star Brand canne
fish, 'Chicken of the Sea.' Mr.
ports that he is experienc
trouble in placing generous or
'White Star Brand' tuna, which
scheduled to be a national se
account of the careful mar
which it is packed, and the
tastiness of the fish.

"The White Star Canning
just completed a new cannery
Angeles, which has a capa
50,000 cases."

Tuna's Real Beginnings Are Traced to 1912

There were others in the b
also, for the last number
decade carries a story:

"South Coast Canning Co. tu
nery at Long Beach, Calif.,
for the season about the mi
November, and will remain
until May 1. The season just
lasted 3½ months, during whic
cases of Santa Catalina tun
packed."

Thus it seems that 1912
the *real beginnings* of the tun
ness. Tuna had been canned

f the original Puget Sound purse seine outfits, consisting of a large oar-propelled skiff and a separate scow fitted with a hand winch for pursing the net. The scow also carried the catch.

a very small way; and it was til 1912, the year closing the ecade of the 50 years under that tuna packing became an t of consequence in the fishf the Pacific.

Tremendous Strides hing Gear Development

ving from earlier forms, two great types of fishing gear—seines and floating traps—de- their fundamental form in st Decade of our 50 years, and ave exerted enormous influence ie Pacific fisheries.

of the perfected purse seine ame into being on this coast read throughout the world, me local variations, and has of extraordinary effectiveness taking of fish of schooling

in it is that the fisheries of the in the first half of the Twenentury could not have devel- they did had it not been for se seine and the floating trap. principle of closing an encirt at the bottom by means of a nning through rings is beto have been applied in the en fishery of the Atlantic s early as 1826.

Seine Power Began th Year of P.F.

ons of purse seine boats in iest numbers of *Pacific Fisher*l referred to row boats; alit appears that it was in 1903, rnal's first year, that power t installed in a purse seiner, s not reported at the time. dently was "scooped" on this nt story.)

years later, surveying the lvances which had been made, nal wrote as follows:

as back in 1903 that the first seine boat appeared on the banks. This boat was the a vessel that is well known lmon fishermen, and one that in use and doing effective

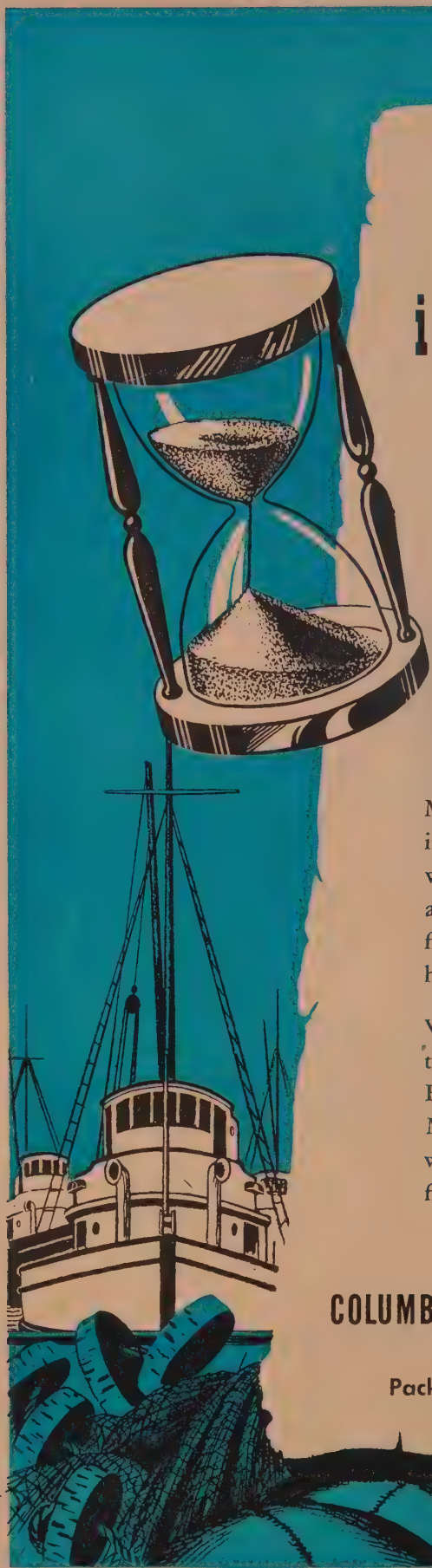
"The *Pioneer* was equipped with a 50-hp. San Francisco Standard engine, and from the time she appeared on the banks early in June it became apparent to other fishermen that fishing methods were to be revolutionized and that if other crews expected to stay in business they would be forced to adopt power. For, whenever a school of fish was sighted, the *Pioneer,* with its 5-hp. engine, was able to run right away from the other boats, and reach the school first, getting the choicest hauls from each school. When the fish are sighted a free-for-all race ensues, the boat reaching the school first naturally getting the bulk of the salmon; and consequently the power boat was able to run out, surround the fish, and haul in the catch while the slower sail and row boats were just getting a good start.

"Naturally, this was a condition of affairs which competing fishermen could not tolerate for long. Their only means of self-protection was to follow suit and go the owners of the *Pioneer* —Saeher Brothers—one better. The next year there were more and swifter power boats, and the number has increased annually until at the present time there are on Puget Sound alone over 120 seine boats equipped with engines ranging from seven to 30 horsepower."

Power Brought Tremendous Changes—New Horizons

There, in a few hundred words, is the story of the beginning of modern purse seining.

Two early-day (about 1912) purse seining scenes on Puget Sound. The upper picture shows the encampment at Eagle Cove, with some of the fleet, including oar-powered outfits, in the foreground. Lower, the George & Barker gasoline station at Kanaka Bay. Few of the boats had quarters aboard, and most of the crews lived in tent camps ashore.



it seems only yesterday...

we welcomed the first issue of the Pacific Fisherman

During the ensuing fifty years under the competent guidance of its founder and publisher, Mr. Miller Freeman, the Pacific Fisherman has been of incalculable service to the industry.

Mr. Freeman's vision, his unflagging zeal in fighting the battles of the industry, with the complicated and difficult problems arising from the extension of high seas fishery ventures by this and other countries, have materially benefitted the industry.

We extend our heartiest good wishes for the long and continued success of the Pacific Fisherman in the future years, also to Mr. Freeman and the members of his staff, who have contributed to the journal's fine reputation and usefulness.

COLUMBIA RIVER PACKERS ASSOCIATION, Inc.

ASTORIA, OREGON

Packers of the BUMBLE BEE Brand Seafoods

iews of the first floating salmon trap, which exerted profound influence upon the development of the n fishery in Southeast Alaska. Installed by J. R. Heckman at Point Higgins in 1907, it proved an instant ss. The central figure wearing a hat in the group at the right is Mr. Heckman. (Photo from the Alaska rs Association collection.)

swing to power was one of eat movements in the whole his- f the fisheries — an influence can hardly be appreciated to- had its effect in every fleet— e effect was revolutionary. etters turned to power by the ds, preceding purse seiners in of engines.

ut fishing was altered sweep- ndependently owned schooners to encroach upon the company rs, and in a few years it was ent industry.

turn to power spurred boat g, for new boats of different were needed to use the new most effectively, and to pen- the seas opened to the fisher-

endent fishermen, new banks, andards of catch and earnings norizons.

loating Salmon Trap— s from the Start

loating trap has had no such pplication as the purse seine, s been limited in its applica- ictly to Alaska, but its devel- nevertheless was of the great- ortance in building Alaska's production, particularly in the stern archipelago.

loating trap, invented in 1907, e of those tremendously im- advances in fishing gear ave shaped and influenced the of *Pacific Fisherman's* 50

reference to the floating trap scure, one-line item from July, aying: "A floating trap, de- by Capt. Connell, will be op- at Karta Bay by the Fidalgo y."

ollowing month PF published received from George Rounse- P. superintendent, which tells y:

trap you speak of in your ue was a failure, I think be- cause it was set in the wrong place; and there were few fish in Karta Bay this season.

"However, I have a floating trap in Quadra that is catching all kinds of fish. Will send you a description later. It was desigend by Otto Wull, and is a success.

"J. R. Heckman, superintendent of the Loring cannery, has one that is even better, and he is getting 10,000 Humps and a few Sockeyes out of it every day. He has had a good deal of trouble to hold it, but it is now secure. It is a very small trap, and so is Wull's. Indeed, Wull's cost less than a 250-fathom purse seine."

A month later there was further report of the Heckman trap:

"J. R. Heckman has thus far taken out of his floating trap at Point Higgins 400,000 salmon, and has 80,000 more in the reserve pocket. Mr. Heckman says he could easily have taken 750,000 fish, had he been prepared to handle the fish from the trap to the cannery."

From then on the Heckman floating trap was "in." No more is heard of the Wull trap, success though it was; and J. R. Heckman generally is recognized as the inventor of the floating trap. Today's standard floater differs little in design, and none in principle, from the Heckman Original of 1907.

In the Yearbook for 1908 he advertised his gear for the first time, the announcement describing it as "bolted and braced," with holes drilled through the logs. Iron pipe of 2½" diameter was inserted through these holes and down to a depth of 30'. The pipes had eye-bolts at the bottom end, through which the web was drawn down.

The traps were offered for the first year only at cost, plus $500. Rates for subsequent years were to be set later.

Bristol Bay Rivers Are Closed to Traps

This year, by the way, was that in which President Theodore Roosevelt ordered the Wood River and Nushagak River closed to salmon traps, which previously had almost blocked those streams, with traps on both sides from their mouths well up to the head of tide.

By summer, Heckman had sold seven traps that first year, and the gear was reported "a great success."

Warped Concepts Common In First Decade Thinking

Concepts of the fishery resource were warped in the early days of the first decade. The very first issue of *Pacific Fisherman* quotes the Washington fisheries commissioner as saying of the Sockeye: "The day is not far distant when they will be extinct."

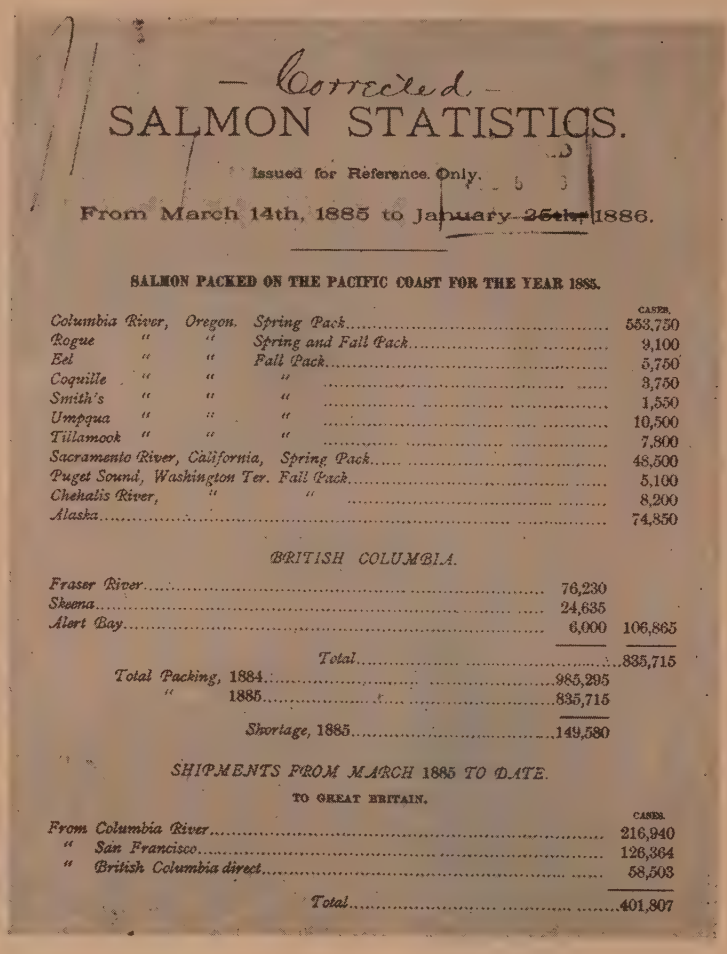
And a year later F. A. Daly, whose grandson, Loring Daly, is superintendent of a Nushagak cannery today, said: "In my opinion there is too much gear in the Nushagak and Wood Rivers. The latter stream in particular is being fished to death." Five years later came the greatest run Bristol Bay had ever known—the cycle year of 1903.

In September, 1903, we reported: "The Columbia River pack has exceeded all possible hopes. There appeared to be a solid body of fish entering the river in magnitude never before equalled. . . . Old fishermen acknowledge that it surpassed any year they had ever seen or heard of."

Incidentally, hatcheries were credited with producing this astonishing volume of fish after some very lean years.

Predilection for Hatcheries Fallacy of Early Years

This predilection for hatcheries marked much of the conservation thinking of the First Decade. Men found refuge from their misgivings in the sophistry that the hatchery was the answer to every problem of supply. Page-after-page, in issue-



— Corrected. —

SALMON STATISTICS.

Issued for Reference Only.

From March 14th, 1885 to January ~~25th~~ 1886.

SALMON PACKED ON THE PACIFIC COAST FOR THE YEAR 1885.

			CASES.
Columbia River,	Oregon.	Spring Pack	553,750
Rogue "	"	Spring and Fall Pack	9,100
Eel "	"	Fall Pack	5,750
Coquille "	"	"	3,750
Smith's "	"	"	1,550
Umpqua "	"	"	10,500
Tillamook "	"	"	7,800
Sacramento River,	California,	Spring Pack	48,500
Puget Sound,	Washington Ter.	Fall Pack	5,100
Chehalis River,	"	"	8,200
Alaska			74,850

BRITISH COLUMBIA.

Fraser River	76,230	
Skeena	24,635	
Alert Bay	6,000	106,865
Total		335,715
Total Packing, 1884	985,295	
" 1885	835,715	
Shortage, 1885	149,580	

SHIPMENTS FROM MARCH 1885 TO DATE.

TO GREAT BRITAIN.

	CASES.
From Columbia River	216,940
" San Francisco	126,364
" British Columbia direct	58,503
Total	401,807

This report on the 1885 pack of Pacific canned salmon is the oldest such document produced by our historical researches. Salmon canning was then 21 years old, and the Columbia River alone was producing more than seven times as much salmon as all Alaska. Great Britain was buying almost half of the pack.

after-issue was devoted to extolling the hatchery as the perfect panacea.

After a discussion of the great Sockeye run of 1909 on Puget Sound, when Frank Wright's Village Point trap caught as high as 100,000 Sockeyes a day, and when fishermen got as little as 5c each for Sockeyes, the editor was concerned with the great catch and possible depletion, observing as the end-all of worry: "The only solution is to hatch fish."

Prof. Henry B. Ward, who had been sent to Alaska by the Federal government to study the salmon situation, reported:

"Hatcheries are the solution. They are absolutely necessary. There is no other way to keep up with the tremendous destruction for commercial purposes."

In British Columbia, too, there was strong support for the hatchery idea. John Pease Babcock, the Californian who in 1901 was made deputy minister of fisheries for the province and who is remembered for his effective pioneering in the field of salmon conservation, urged a hatchery system that would embrace the whole of the Fraser River basin, and as a result of his pleas a salmon hatchery was built at Seton Lake. Two years earlier a hatchery had been built at Granite Creek on Shuswqp Lake.

The ultimate in optimistic devotion to hatcheries as the end-all of salmon problems was the leading article in November, 1911, headed "Hatcheries Make Extermination of Salmon Impossible," and devoted to statements from the then head of Washington State hatcheries, who saw in a good run to the Columbia that year proof positive that hatcheries were the whole story in maintenance and upbuilding of salmon runs. He concluded: "There need be no fear as to the future if the various state governments and the federal government will maintain the proper hatchery systems."

How much damage was d
salmon resource by such bli
in artificial propagation we
now beginning to realize.

"Wise Use" Conservation Ever First Responsibility

Conservation of the fish
sources — conservation in
sense, "wise use"—has been
dinal objective of *Pacific Fi*
throughout its 50 years.

This journal has not hesitate
not hesitate today — to ins
perpetuation of the resource
first responsibility of all who
it; and that *understanding*
ceptance of that responsibility
industry—fishermen and pac
infinitely preferable and i
more effective than governmen

This attitude was made pla
stantly through every year
50 from its first enunciation
when we find this editorial sta

"If the fish come, there is n
but that the largest pack in
tory of fishing on the Sound
put up. *Great care should be*
however, to see that plenty
reach the spawning grounds,
this lies the whole future of
dustry." (Emphasis added in

As early as 1908 packers w
porting to *Pacific Fisherma*
"The Columbia River harv
spring-run Chinooks is gettin
belated every year." Now w
from the studies of the Fisher
search Institute that actual
heart was being fished out
run, and that the pack was
made from the most producti
while the aberrant fore-runne
tailenders were escaping to
a bi-modal run.

In that year 1908 the first
was made to invoke internation
servation for rebuilding the
River Sockeye run. This make
ident that five years before t
mendous run of 1913—the year
Hell's Gate disaster — need
tional treatment of the Fraser
lem was plain to the clear th

We find the lugubrious stat
"The Fraser is no longer a
stream of any importance" or
year ahead of the great run o
and the United States and
Britain signed a treaty for th
servation of fish in waters com
the United States and Canada

This earliest of commissions
gled for some months, but fou
in the cross seas of nationa
interest.

In the Beginning Japan Was a Customer

History of Japanese encroac
on the fisheries of Pacific
America had its beginning i
decade, and no survey of the 10

903 to 1913 honestly can disre-
his steady pressure, which ul-
y was to play a part in bring-
r to the Pacific and Japan to
ees in the ashes of abject sur-

e beginning, Japan was a cus-
Our first issue noted that
fish shipped to Japan is find-
y high favor"; and when the
Japanese war broke out Japan
heavily of canned salmon,
e result that Pinks rose in a
from 50 to 62½c per dozen
This journal commented in this
ion on the "wild stories by
rokers who desire to bull the
.")

Japanese Encroachment Alaska in 1904

when the war was over, a new
emerged, and we read in PF
., 1904, a fateful item which
d first in a Japanese news-

*HE FIRST FISHING WORK
LASKA—*
*ippon Suisan went over last
y by the Adsuma Maru and
fishing boats somewhere
Alaska, U.S.A., and were
ed in fishing work. The
came back to Yokohama
with 200,000 pieces of
n and 30,000 pieces of
n trout. The above people
he first men in Japan to
been engaged in fishing
so far distant as America."*
c Fisherman was not slow to
implications in this venture,
itant to speak-out firmly in
t of many editorial warnings.
ur editorial:
ld no action be taken by the
nent to prevent this poaching,
no doubt that the next year
thern, and perhaps southern,
of Alaska will be flooded with
the little brown men. Japan
largest fishing fleet of any
and it is certain that they will
ain idle when profitable fish-
be had in other waters."
n operators reacted also, and
spring:
ery operators have deter-
5 check the invasion of Alaska
waters by Japanese fisher-
etitions to Congress protest
eign invasion . . . and ask a
this competition which bids
result disastrously for the
n industry."
rly as 1900 Japanese trawlers
n working the fisheries off
utians, and 77 trawlers of a
nage of 13,500 were laid down
nese yards in 1911 and with
l number of vessels acquired
re were operating in the
Pacific. Not until 1912 were
ns interested in the trawling
s. In that year three Grimsby
were brought out from the
ea, and for some time they op-

FIRST JAPANESE VESSELS CAPTURED IN ALASKA WATERS
This historic picture, taken in July, 1907, shows the U. S. Revenue Cutters "Manning" and "Perry" with their prizes, the Japanese poaching schooners "Kaisu Maru" and "Nitto Maru" off St. George Island.

erated out of Prince Rupert, although with indifferent success.

Japanese Invaded Attu 36 Years Before Pearl Harbor

That summer "Four Japanese fishing schooners were caught by U. S. officals in the North." Their camps were burned and 30,000 salted salmon were confiscated at Attu. The Japanese would not be so easily ejected when they came back to Attu again, and that bleak isle would run with blood.

A riot flared at Bellingham in 1906 when Japanese hoisted a Japanese flag at the entrance to the P.A.F. cannery during the Fourth of July celebration.

Japanese sealing schooners made a mockery of territorial waters in Alaska the following summer, and were credited with "raiding a Native village at Lazy Bay, Alitak."

We wrote in an editorial:

"The situation is becoming critical . . . The United States must abandon its vascillating diplomatic policy and assert itself firmly . . . We may be forced into conflict, although this country does not want war."

A year later:

"The Japanese took possession of the fisheries of Hawaii in two years; they have captured the fresh fish industry of British Coumbia; they are ruthlessly poaching our Alaska fishery preserves."

D. N. McIntyre, one of the top officials of the B. C. department of fisheries wrote in 1913: "The gradual entry of Japanese into coast fisheries, which they practically control, so far as the actual fishing is concerned, has been an object of no small concern to all those who have given any thought to the question. In the salmon fishery of the north coast of the 1900 fishermen engaged in gillnetting 1000 are Japanese, and the same proportions prevail elsewhere."

The situation became particularly tense in Canada; and in 1911 there was a mass meeting in Ketchikan, attended by 500 "canners, salters and fishermen, demanding national legislation to protect Alaska fisheries from the encroachments of Japanese fishermen."

Pearl Harbor was still 30 years away, but Alaskans could see it coming.

Independent Fishing Vessel Product of Power Revolution

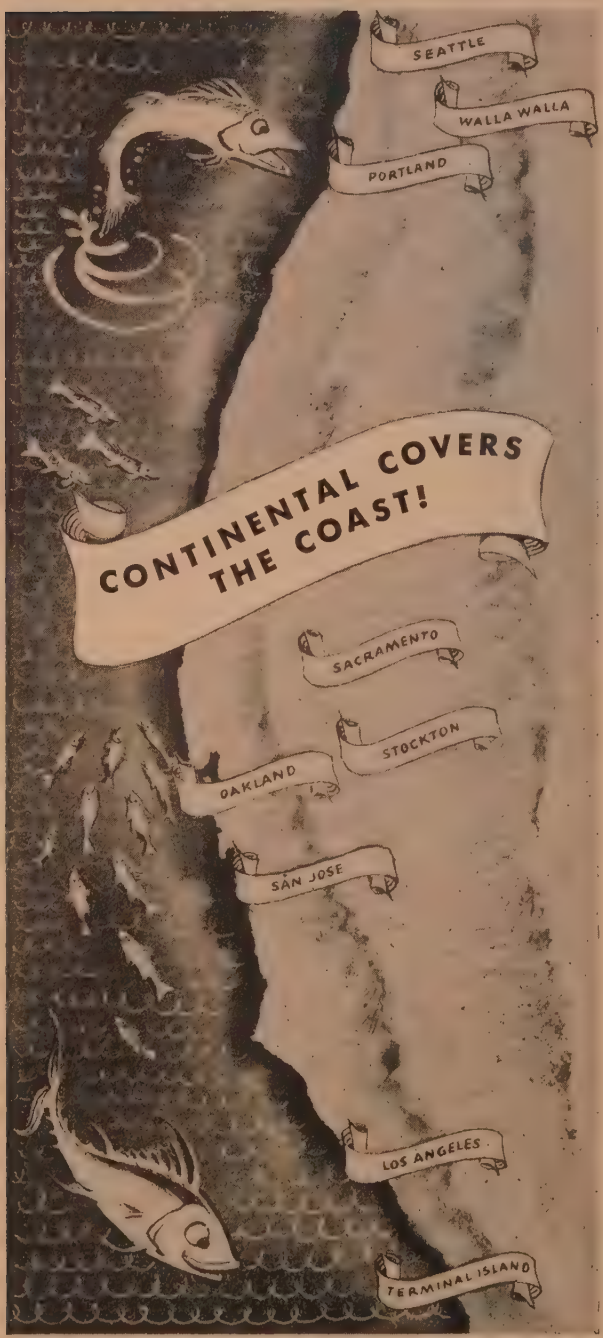
Application of power to fishing vessels in the First Decade wrought sweeping changes in all branches of the business, but none more complete, and with more significant results, than in the halibut fishery. There the shift to power did more than merely change the range, efficiency and produtive potential of the vessels; it set in motion economic currents which in the course of a few years were to sweep the company steamers from the sea and to establish the independently-owned, owner-fished vessel as the basis of the business.

Before the advent of power the individually-owned sailing schooners were too limited in range and capability to reach beyond the nearer banks to the greater opportunities beyond the horizon of the sailing fisherman. It took steamers to get the fish there; but they were high-cost rigs, and power in owner-operated schooners provided the kind of competition which produces revolution—and it did.

The sailing halibut schooners with which the decade opened were all gone by its close. Halibut wasn't worth much in those days—1 to 3c per lb. in Seattle. Nevertheless it ranked third in Pacific fisheries—following salmon and codfish in importance.

Whether you pack salmon, sardines or tuna

CONTINENTAL CAN GIVE YOU TOP SERVICE



No matter what "breed" of fish you Continental cans are right for you. They c every size and shape, and are first-class co for first-class products.

But can quality is only half the story. Cont service is first-class, too. We've been maki in the West for almost twenty-five years a helped solve some of the toughest Western problems. What's more, our experts are alwa on hand to put this experience to work f

So whether you pack in California, Or Washington, why not give us a call the ne you are thinking about containers. We h equipment, the experience and the willing do a good job for you. This year our peo travel a million miles to help keep our cus operations at top efficiency.

TERMINAL ISLAND — Newest of nine Contine can-manufacturing plants in the West.

CONTINENTAL CAN COMP

1120 Wilshire Blvd.
Los Angeles 17

Skinner Building
Seattle 1

Russ
San F

ORGANIZATION MEETING, PACIFIC HALIBUT VESSEL OWNERS, 1913
to right, E. C. Forbes, T. P. Quinn, E. A. Sims, Fred Abramson, Harold Lee, president; N. Nesland, M. , John Lindvog, Albert Lindvog, Miller Freeman, secretary; Harold Engdahl, Jacob Engdahl, Olaf Servold, A. M. Winge, W. H. Butt, B. Olson, A. Eliasen, M. Scott.

' Banks, New Horizons ned by Engines

ere were nine power schooners ie halibut fleet by 1906, when *ic Fisherman* published its "Spe- Power Number." In those days st no halibut fishing was done id Hecate Strait, and in 1909 this al observed the fact that fishing eing extended to Alaska waters, essels using iceberg and glacier

e older grounds began to show train of fishery as early as 1910, ie first article of the first issue of year, headed: "Possibilities of Fishing Banks of Southwest ta" said:

merican fishermen are concerned the fact that the Hecate Strait nds, which for 15 years have fished almost continuously, have ne depleted until not more than ourth of the former supply re- s . . . Attention is therefore turn- o the possiblity of discovering ble and extensive banks further that when exploited will serve new source of supply . . . Neces- has never compelled a compre- ve exploration of the fishing s further north, and to the west xon Entrance."

ere was challenge in this pros- which power opened, and the of the halibut fleet met it re- g.

ust Buschmann Built Five neries Before He was 23

e records of the years are full man bits, of oddments of fact deed which outline the larger s of things, and trace the ten- of times. Not wholly notable emselves, they nevertheless are tant for the light they cast on nore ponderous developments of time.

m the pages of *Pacific Fisher-* first decade we select a few: May, 1903, it was announced that st Buschmann of the Busch- -Thorpe Co. would handle its son Harbor cannery that year. Buschmann enjoys the reputation of being one of the youngest cannerymen in Alaska, yet one of the oldest in the business. He is only 23 years old, yet has put-in 10 years service in Alaska and has constructed and operated five canneries."

Columbia River fishermen in the same year complained of shad as a "nuisance," and there was talk of a reduction plant in which they could be destroyed. They had been introduced to this coast only 18 years before.

The United States government in 1903 rejected participation in rehabilitation of the Fraser, declaring it was a matter for the State of Washington and the Province of British Columbia, not for national governments.

The fathers of today's industry leaders made news in 1903. William Calvert bought the Seattle Fish Co., oldest fresh fish house; and P. J. Halferty shipped the first car of cans to his clam cannery at Marquam.

Another name which is highly active in the business still appeared first in 1904, when Pacific Net & Twine Co. became wholly "home-owned," with Edward Cunningham, who had founded the house seven years before, treasurer and general manager.

Babine River salmon runs—which were blocked by a serious rock slide in 1951 — were threatened with destruction in 1904 by the tactics of lower river Indians, who sought to starve their enemies further upstream by blocking the salmon runs on which the higher tribes depended.

One of the first Canadian companies to profit from the Sockeye wealth of the Fraser River was Anglo-B. C. Packing Co., founded by H. O. Bell-Irving, a young Scottish engineer who established an import house in Vancouver after helping with the construction of the Canadian Pacific Railway. With his partners he chartered a sailing ship the *Titania*, to bring merchandise to the west coast from the United Kingdom. He needed a return cargo and packed the ship with canned salmon, thereby pioneering an overseas trade that has survived more than 60 years. When barely a year old, Anglo-B. C. acquired nine canneries—seven on the Fraser and two on the Skeena—all for $330,000—to make it the world's No. 1 producer of Sockeye salmon, a distinction it held for some time.

"Cheaper by the Dozen"— 13 Canneries for $205,000

The Alaska canneries of the defunct Pacific Packing & Navigation Co. were bought at auction in 1905 for John Rosene, manager of the Northeast Siberia Co., which had Kamchatka concessions from Russia. His bid of $205,000 secured the canneries at Chignik, Kenai, Hunter Bay, Uyak, Nushagak, Quadra, Dundas, Taku, Chilkoot, Santa Ana, Yes Bay, Snettisham and Girard Point.

The Northwestern Fisheries Co. was organized to take over these properties; and Mr. Rosene planned to move some of the canneries to Siberia, where he said he "could pack salmon for $1 per case less than in Alaska."

Editorial comment at this time said: "Announcement that the Alaska Packers Association and the new Northwestern Fisheries Co. will operate their properties in Alaska on an amicable basis is extremely gratifying."

Puget Sockeyes 5c Each

Reporters had their problems. During the Big Year run of 1905 on Puget Sound, "Packers have instituted a rigid censorship on facts with regard to the amount of salmon caught and canned." The price of Sockeyes fell as low as 5c per fish that year.

Elimination of politics in the appointment of Washington and Oregon fish commissioners was demanded editorially in 1906.

This was the spring of the San Francisco earthquake and fire, an event which hit the fisheries hard. Fortunately, most of the San Francisco cannery sailing vessels had left by April 6. However, all San Francisco salmon canners lost their offices and warehouses, with an estimated

Temporary San Francisco headquarters of the Kelley-Clarke Co. in 1906, following the earthquake and fire.

240,000 cases of canned salmon lost in burned warehouses. Loss of life in the wholesale fish district, where work started early, accounted for a large part of the disaster's mortality.

Sockeyes were scarce on Puget Sound that year and bids rose to the "unprecedented prices" of 50c each. A year before it was as low as 5c.

British Charge Salmon Dyeing

British Columbia packers were aroused in 1906 over a charge made in an English court that "dyeing salmon is a common practice in canning that fish."

At the same time, Puget Sound packers were bitterly critical of the labelling of some Alaska Reds as "Sockeye."

Two cars of fire-damaged canned salmon, which had been "exumed from the San Francisco ruins," was shipped to Seattle for reconditioning; but was seized by the health authorities and destroyed.

Twenty-five gillnet fishermen lost their lives on the Columbia River alone that year.

The Bristol Bay agreement in 1907 provided for a 10-hour day, $50 run money, and Reds at 1½c each. Anan Creek (then spelled Ann-Ann) Pinks were priced at $4 per 1,000 fish that year.

In April, 1908, a perceptive writer, commenting on the reports of the halibut trade, wrote: "Always at this season of the year, when the green begins to show, we get reports of inundations of ocean and lake fish on the Eastern markets."

Japanese oyster seed planting on Puget Sound began before 1908, for in that year it was reported that both the Bellingham Oyster Co. and the Huntoon Oyster Co. had so ventured, but with poor success, due to mortality in the seed en route.

Whalebone Glut Is Disaster

Ladies wore corsets in the First Decade, and whalebone was inviting competitive substitutes. In April, 1909, San Francisco reported:

"A glutted condition in the whalebone market, caused by the extensive use of cheaper substitutes during the recent financial depression, will result in the leading fleet of whalers plying the waters from the Pacific Coast to the Arctic Ocean remaining idle the coming season."

They sold their fish fast in those days — and buyers bought for the year. In September, 1910, under a headline: "Whirlwind Campaign Cleans-Up 1910 Canned Salmon Pack," we wrote:

"The entire production of the 1910 packing season passed into second hands at the highest prices in the history of the industry within three days of the naming of opening prices" — which were: Reds, $1.35; Pinks, 80c, both per doz. 1-lb. talls.

1863 Canned Salmon Sold For $5 Per Doz. Cans

Death in 1912 of George W. Hume, "the father of the salmon canning industry," who canned the first salmon in 1863 (Cobb reported later that it was in 1864) brought an extended obituary. It was reported that the first year's pack was 2,000 cases, "half of which spoiled"; and that the selling price was $5 per doz. cans. The pack was put up from Chinook salmon which averaged 30 lbs., and for which the fishermen were paid 5c each. (The writer of 1912 saw something remarkable in the fact that by that date the price of this kind had risen to 6 or 7c per lb.—"or as much as $2 each.")

Who canned the first salmon on the Pacific coast is still controversial. George and William Hume, operating a cannery on the Sacramento River, usually are given credit for this achievement because they were known to be canning in 1864, but British Columbians claim the Humes were preceded by at least four years by Captain Edward Stamp, the province's "first industrialist" who packe mon in two-pound cans so su fully that the product was re "of excellent flavor and perfectl served" when some cans were o 36 years later. He also built th sawmills and pulp mill in W Canada.

However, it wasn't until 187 commercial salmon canning on a ly large scale was introduc British Columbia. Alex Ewen, w plant near New Westminster, w first of the Fraser River salmo ners. Two other canneries were there later the same year and following season there were more. By 1878 there were eigh neries on the Fraser and in ad there was the Oceanic plant o Skeena and one at Mill Bay o Naas. By 1883 there were th canneries on the Fraser, prod 199,000 cases, five on the Sk two on the Naas and one on Inlet.

The first halibut were taken mercially in Puget Sound an Cape flattery by schooners ope out of Port Townsend, Wash.

A large proportion of the Can catch was then made by the England Fish Co., which came management of A. L. Hager in and which had bonding priv from the Canadian governmen shipment of the catch, packed i direct to the eastern U. S. This ness was to expand tremend when the Canadian, now Can National pushed across the cont to Prince Rupert in 1912 to se stage for that port as one o North Pacific's great fishing ce

Spring of 1912 saw the Port o attle set-up the Salmon Bay Fi men's Terminal project as "dire sult of the efforts of *Pacific Fi man"; and* Miller Freeman, whos Seattle *Times* credited with ge ing the idea and selling it to the Commission, was made an hon member of the Puget Sound Seine Fishermen's Protective As ation in recognition of his effor behalf of the fleet."

In May of this year, 1952, the pleted terminal was dedicated, ably the finest fishermen's facili the country.

"10 Motor Boats Used Where One Was Used Bef

As the Foundation Decade c with 1912, this journal observe an editorial titled "SALMON C NING COSTS HIGHER" that the of labor was rising and almost e cost in canning was increasing. motor fishing boats and tender now used where only one boat used before. Most of the mate employed in the industry have u gone an increase in price, resu no doubt from a change in econ conditions generally."

The VOICES of OTHERS

MILLER FREEMAN

CIFIC FISHERMAN'S 50 years have been guided one man—Miller Freeman, its founder and chief. was his first industrial journal and, though many have followed it, we of the staff know that *Pacific man* in his heart *still* is first.

y years of publishing have produced abundant hips and loyalties for the journal as well as for the ıer. These are among the rich compensations of years.

this 50th anniversary became known, numerous of comment and congratulations were received. e proud to quote from a few expressive of the ap- ion which makes us proud.

ert C. Van Camp, president of the Van Camp Sea Co., wrote Mr. Freeman:

completion of a half-century of publication by *Fisherman* under your guiding hand recalls to nd the many services which you and your publica- ve rendered to the people of the Pacific Coast, and ticular to the fishing industry. Your accomplish- and the accomplishments of your publication are nown to the members of the industry on the Coast."

ersonal note sounds in a letter from Archie W. of Pacific American Fisheries, Inc.:

rite this little note to congratulate you sincerely t you have done over a long period of time for the industry. As long as I have been connected with er Freeman has always been an outstanding figure. have only one suggestion to make. That is: don't That is the worst thing a man can do for his own and the fishing industry needs you too badly to of your even thinking of it."

ld T. Saxby, head of the fish division of the Cali- Packing Corporation, said in part of his letter:

have been an integral part of the development fishing industry on the Pacific Coast, and have a marked contribution to better understanding of oblems which have faced the industry over the Your personality is inseparable from the publica- u have built, and it follows that the fine standing *Pacific Fisherman* is a measure of the esteem with you are held by the fishing industry."

n its founding, this journal has always been close North Pacific halibut fishery and fleet, and the following letter from Harold E. Lokken, manager of the Fishing Vessel Owners Association reflects that relationship:

"Upon the occasion of your fiftieth year of publishing *Pacific Fisherman,* I extend to you my heartiest congratulations for a job exceptionally well done.

"During the 28 of these years I have had the privilege of reading each issue of your journal from cover to cover, and I can say sincerely that its value to me has been immeasurable.

"I have found, too, that wherever I have gone in connection with fishery matters, *Pacific Fisherman* is equally well regarded. I have yet to find anyone connected with the fishing industry in a responsible capacity who does not have a file of *Pacific Fisherman* within easy reach, and who does not accept the material in the magazine as being completely accurate, and authoritative without question.

"You are to be congratulated also for your services in behalf of fisheries outside the publishing field, such as the protection of the Bristol Bay fisheries, protection of the domestic industry from foreign currency debasement, promotion of cooperation in the Pacific Coast fishing industry through the Pacific Fisheries Conference, adequate representation of fisheries in policy levels of government, promotion and initiation of conservation in the halibut industry, and promotion of conservation of North Pacfic fisheres generally through the recently-negotiated North Pacific Fisheries Treaty, to mention only a few of such services.

"To me, these efforts represent 'services beyond the call of duty,' of which you can justly be proud. I am happy to express to you the appreciation of the vessel owners and fishermen of the halibut industry for your 50 years of service in behalf of the Pacific fisheries."

J. R. Biven of Coast Fisheries, a former president of the California Fish Canners Association, writes in part:

"It has been my good fortune to have subscribed to and read *Pacific Fisherman* regularly since my office boy

days in 1915 while employed with the J. K. Armsby Co., now the California Packing Corporation. It is my belief that there are a great many people in the canning industry today who have had the same experience in reading your publication. It has been my business Bible for the past 36 years, and I can heartily recommend that the younger generation entering the fish business read each of its numbers."

Thinking typical of today's leaders among fishermen is expressed in a letter from Jack F. Repanich, owner of the veteran salmon seiner *Locks,* and president of the Fishermen's Packing Corporation. It follows in full:

"At a time when *Pacific Fisherman* is observing its 50th year of publication, it is noteworthy that the Fishermen's Packing Corporation is completing its 25th year, the largest salmon canning enterprise on Puget Sound, owned, supplied and operated by a group of purse seine vessel owners. These two notable institutions of the Pacific fisheries can celebrate jointly—Fishermen's Packing Corporation its silver anniversary, and *Pacific Fisherman* its golden.

"I think there is no doubt that in the 50 years of *Pacific Fisherman,* and particularly in the 25 years that Fishermen's Packing Corporation has shared, the fisheries have been put on a sounder, more permanent basis through recognition of the fact that our salmon are a natural resource, owned by the people, and open equally to all—but a natural resource that *all* must protect.

"Personally, I've been reading *Pacific Fisherman* since 1915—that's 37 years—and I know it has stood consistently for conservation based on "wise use" of the resource. That is sound conservation, and it requires the best cooperation and intelligence of all of us—fishermen and packers, officials and politicians, sportsmen and those who serve them, and just the plain citizens (who are the large majority) and who are interested in salmon primarily from the standpoint of the contribution which the resource makes to the general economy of the state and nation.

"By intelligent cooperation we have progressed in the past. By intelligent cooperation we can serve our fishery resources for the future, while using them wisely today."

Another note of personal reminiscence comes from Harald Synnestvedt, president of the New England Fish Co., and former president of the National Fisheries Association, who wrote:

"There certainly have been a lot of changes in the half-century that *Pacific Fisherman* has been your personally guided publication. My first visit to Seattle was in 1907, when your publication was a lusty infant of five years. You will recall that Mr. A. L. Hager performed the introductions and we had a very pleasant chat about your aims and program for the future, which even then was fairly well laid out in your mind.

"In all the 45 years since I first met you, I have seen the steady march of progress of *Pacific Fisherman* along a straight path from which there has been no deviation.

"It is well known that you have always insisted that your publications should remain free from entangling alliances so that editorially and otherwise you could always serve the best interests of the fishing industry without fear or favor.

"Your long continued and effective struggle to uphold our country in her finest traditions has always earned my respect and esteem. My best wishes to you and your capable and loyal staff."

Concept of Pacific Fisherman as a rallying point for thinking and influence of the diversified fisheries of Pacific is enunciated in a letter from Harold F. C general manager of the American Tunaboat Associat composed of the great tuna clipper fleet of Califor in which he says:

"In our industry, as in many segments of the fish industry, we can and do find occasion to express dif ences of opinion. On the happy occasion of the 50th niversary of *Pacific Fisherman* we feel with convic that the large group of boat owners, represented by Association can speak, not only for itself, but for al our industry in expressing its sincere appreciation your effective labors on behalf of this and other fishe

"As the anniversary is an occasion of unanimity expression, so your continued efforts have provide point of agreement by which the diversified fisheries the coast have come together and attempted to acc plish those things for the common good. *Pacific Fisher* has been a courageous voice in promoting this ca Your own individual determination that the cause advanced has made you the rallying point around wh so much effective work has been done and so m differences set aside.

"We extend to you and your fine publication and staff our thanks and our heartfelt wish for the cont ation of the work you have carried on so long."

Cordial Canadian comment comes from Richard E Irving of H. Bell-Irving & Co., Ltd., whose father was of the Canadian salmon exporters.

"I feel satisfied that our views are shared by the majority of Canadian fishing interests, that *Pacific F erman* is looked upon as the Bible of the fishing indu on this coast. In consequence, we have for some time ranged that all our sales representatives in North Am ica, as well as in our various export markets through the world, and our Head Office in London, receive co of your Yearbook. You may be interested also to k that at the moment in the cabinet opposite my des carry copies of your Yearbook for the last 33 ye recognizing that when occasion arises to study a stat cal aspect of our industry I am sure to find what information I may desire.

"It must indeed give you great satisfaction to k that the vision you had when you started your publicat and your determination to carry it through to its pre recognized status has proven of such inestimable v to the fishing industry as a whole on this Coast."

Speaking for the California Fish Canners Associat its president, Montgomery Phister, wrote:

"California Fish Canners Association wishes to gratulate you and *Pacific Fisherman* upon completio a half-century of successful operation. The success of publication truly indicates the value which it has to the industry it serves, and the fair and capable rep ing it has done over the years.

"The personal service which you have rendered the dustry is deeply appreciated by the members of this ganization. We need only mention the successful org zation and work of the Pacific Fisheries Conference u your leadership as chairman, one of the many things have done over the years, as an example of your acc plishments and leadership. We are sure that the firm f dation which you have built for your magazine will c it forward until anniversaries are celebrated by century, rather than the half-century."

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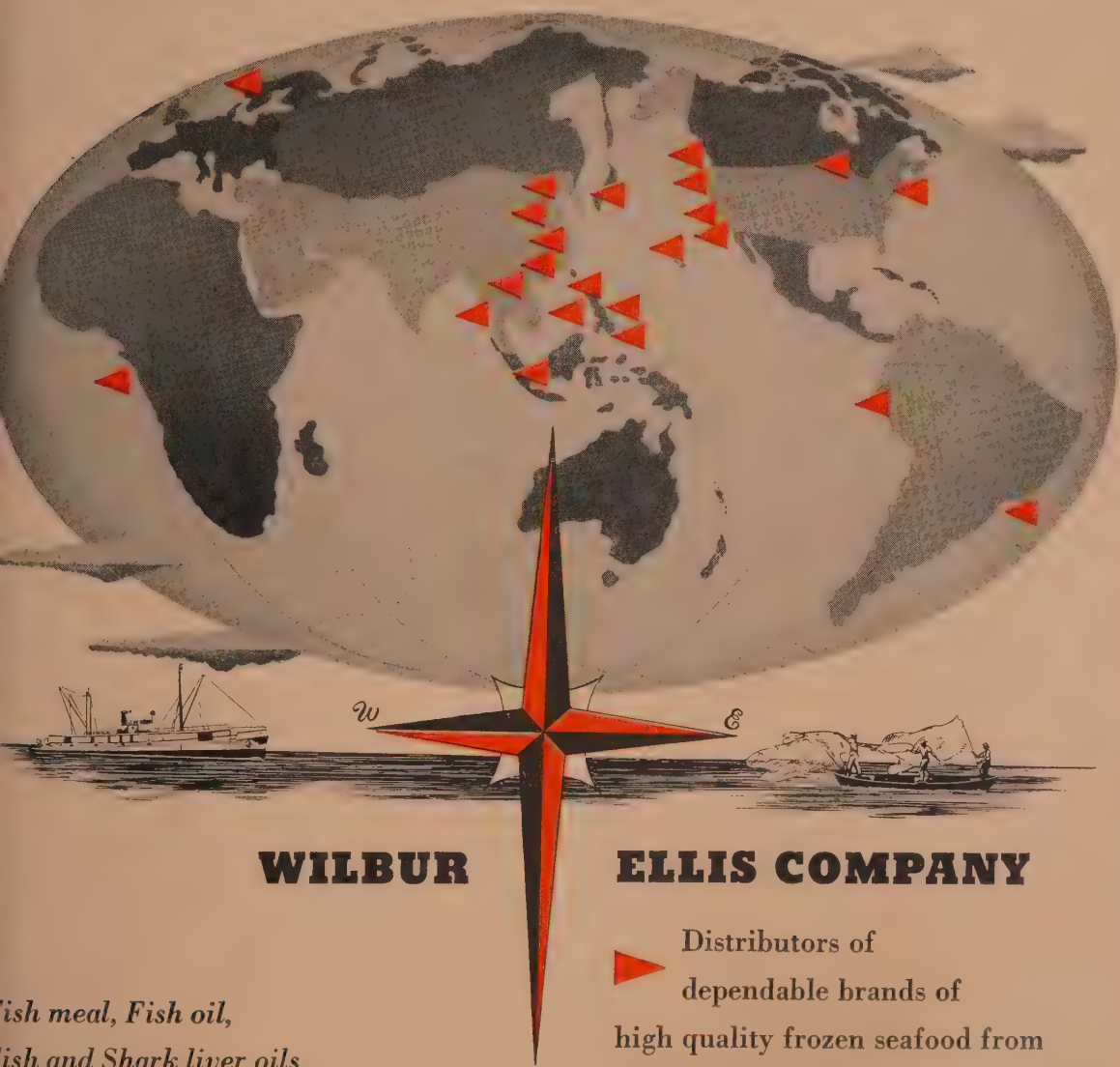

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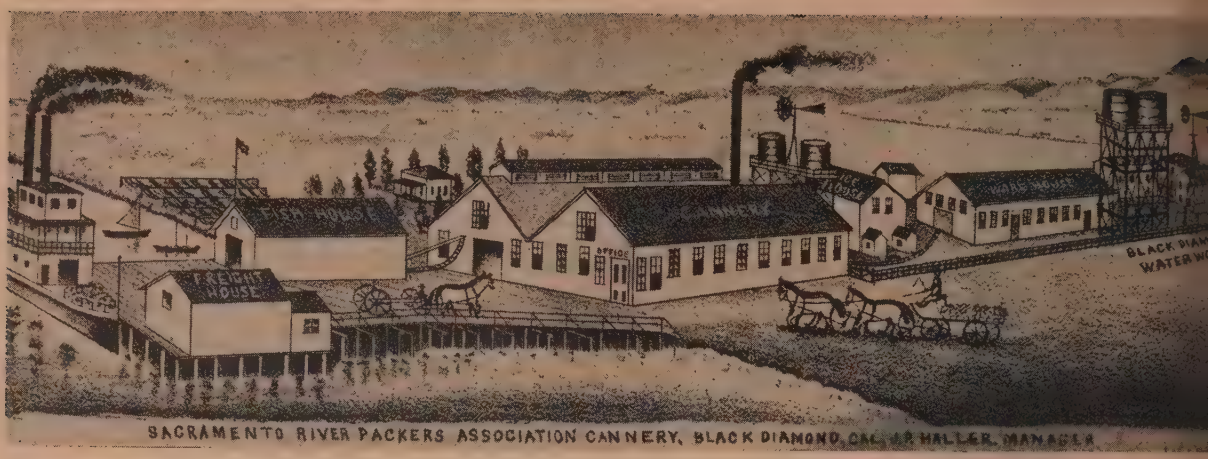


This plant, pictured as it was in 1875, later became the great Pittsburg, Calif., plant of the F. E. Booth Co.,

DECADE of EMERGENCE

1913-1922

SECOND Ten in the 50 years that *Pacific Fisherman* has served as reporter for the fishing industry of the Pacific provided a picture of economic rise-and-fall, regular as the ground-swell rollers on the heels of a gale.

From its opening in 1913 through its close in 1922, the Second Decade was one of boom-and-bust, of bust-and-boom.

Despite the rhythm of rise and ruin, the years of the Second Ten produced net gains in the forward march of fisheries — gains which in some instances could be counted only in awakened awareness of depletion and disaster, in determination that "something must be done."

A Decade of Emergence

This was the decade in which diesel engines came into the fisheries—and changed them mightily.

This was the decade which produced the first of the global wars, in which the fisheries found expansion and felt disaster.

In these 10 years thoughtful men came to a realization of danger in the condition of salmon and halibut, and began to fumble for the key to recovery.

Tuna canning rose in these 10 years from experimental packs to the stature of an industry.

Sardine canning drooped along until the demands of war and the stimulus of activity in tuna stirred it into greatness.

Finally, foreign competition began to be felt in the first pangs of a condition which has become chronic.

These six points seem to summarize the Second Decade's most consequential effects upon the fisheries as we find them today in the final year of 50.

New-Born Tuna Trade Begins to Strike Its Stride

When you examine the 1913-22 decade strictly with regard to its impact on the fisheries—and for the moment putting aside World War I with its immeasurable influence on human life and history—the *emergence of the tuna fishery stands out* among those developments which exerted the most profound effect on the fishing industry as we know it in 1952—and we expect to know it in the future.

For this reason, let us take tuna first.

The *first* tuna was canned during the preceding decade, which closed with 1912, the year when tuna canning as a business can be considered as having had its beginnings. From then the rise was rapid.

As 1913 opened *Pacific Fisherman* noted incorporation of the California Tunny Canning Co. by Wilbur Wood and others, with plans for canning 75,000 cases that year. A month later, this firm's sales representative was full of enthusiasm, and *PF* said:

"C. E. Pierce, the tunny broker, writes: 'The sale of tunny will be greater than that of salmon within the next 5 or 6 years.' "

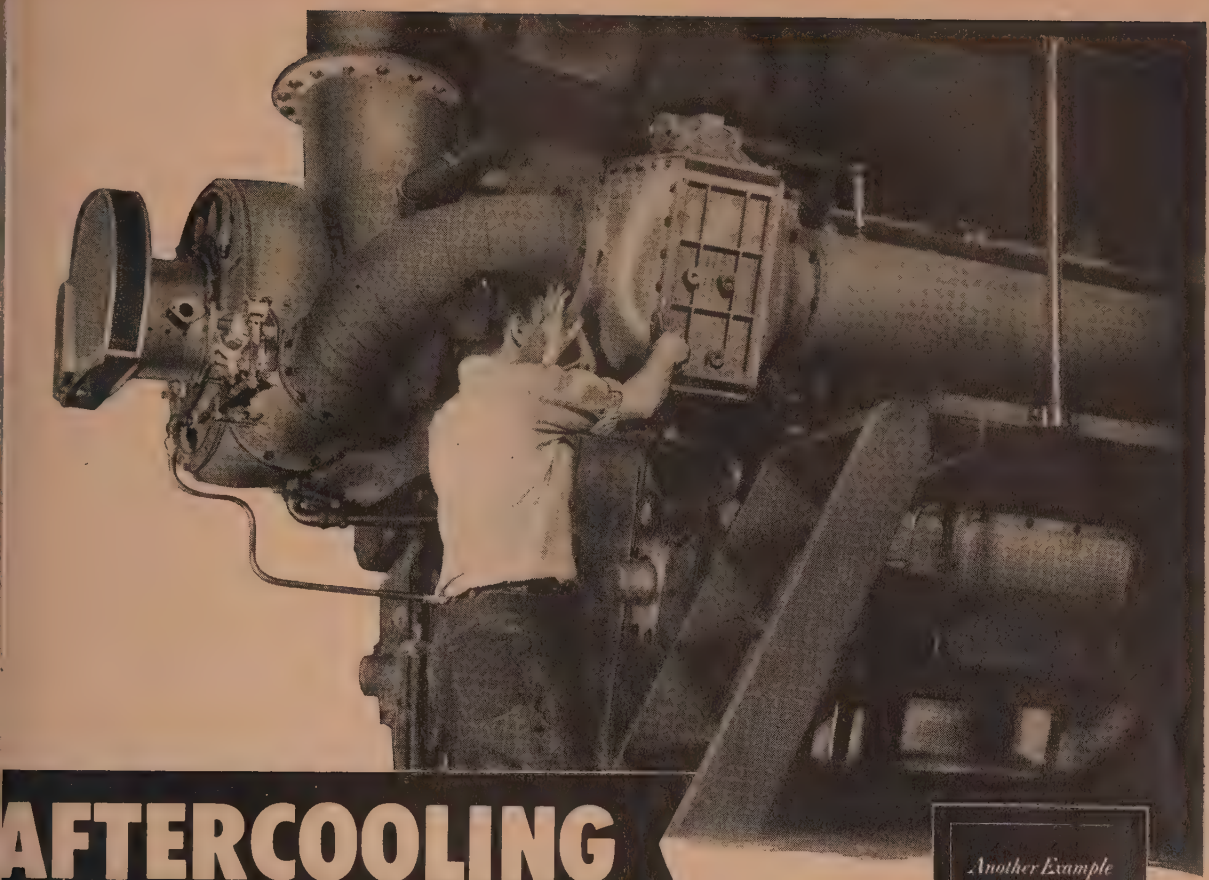
Other firms were building, too. D. Wade of the Southern Califor Fish Co. was installing machinery triple his pack, and we wrote: "T company, said to be the first to p tuna in California, has been selling pack in the East for 6 years." E. O'Neill, sales manager, was quoted predicting that tuna "has a gr future, if the supply holds out."

By the middle of 1913, *Pacific F erman* reported that only Yellow was being used for canning; Blu not being considered suitable. Th was no mention of Albacore, but were able to announce that six fi would be operating: Southern C fornia Fish Co., White Star Cann Co., Avalon Canning Co., Los Ang Tuna Co., South Coast Canning and Pacific Tuna Canning Co.

By the end of the year it was dent that—as always with fish c ning—the supply of fish was to b factor of primary importance. 1913 pack was a great disappointm volume-wise, so we wrote:

"Recent growth of the demand canned tuna has attracted consid able attention to this young indust . . . While the market for tuna, properly handled, is capable of definite expansion, it is becoming dent that there is a limit to the pansion of this industry on the op ating end."

There was the problem as we w into 1914. Tuna canning has proble today, but those of the operating have been for the time being w resolved.



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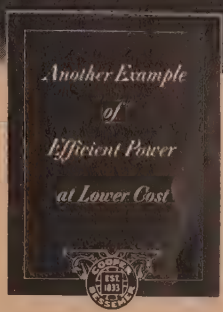

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Three stalwarts of California fish canning, all at one time or another president of the Southern California Fish Co., believed to have been the pioneer of tuna packing. In this photo taken in 1926, on the left, Wiley V. Ambrose, who became president in 1912; Wilbur W. Wood, president in 1921; and Larry W. Holland, president today.

The Tuna Business At Its Bare Beginnings

The beginnings of tuna packing are somewhat in controversy. This is what *Pacific Fisherman* had to say in the way of historical review:

"The canning of tunny was really made a success first by the Southern California Fish Co., the late president Hon. R. D. Wade having died suddenly a few weeks ago.

"A. P. Halfhill, the local manager, has been here for many years, and began experimenting with tunny, as a side issue to the sardine business, in 1903.

"The first year that an attempt was made to put the product on the market (evidently 1908, although not specifically so stated) 250 cases were packed, and 500 were put up in 1909. The goods made such an impression that this jumped to 3,500 cases in 1910. In 1911 there were 14,000 cases packed, and there has been an average increase of over 25% per annum since that time."

The story tells something of early tuna fishing also:

"With tuna the boast is made by the canners that 'every fish is caught with hook and line.' Until recent years this meant with a jig, or some other device of trolling. It was not possible to catch them in sufficient quantities for canning by that method, and it was not until the wily Japanese taught the local fishermen the chumming game that canning on a large scale became possible."

Rough and Ready Methods Of Tuna's Early Days

The first of many tuna canners associations was formed early in 1914, the California Tuna Packers Association, with L. J. Rice as president. Its resolutions "deplored" the "skyrocketing" of the industry and the promotion of "financially unsound" and "frenzied" ventures.

Further, it memorialized Congress for "a thorough scientific study" of the tunas.

A little later the "methods of promotion" followed by the National Tuna Fishing & Packing Co. led its president to the penitentiary.

In an issue which characterized tuna as "the fastest-growing industry associated with the maritime world," we announced "Van Camps Enter Tuna Field," the Van Camp Sea Food Co. being incorporated as a holding company for the California Tunny Canning Co.

By the fall of 1914, when the Marne ran red, tuna plants were discontinuing the use of olive oil in favor of cottonseed oil; and Van Camp had secured a purse seine, 428 fathoms by 2½ fathoms. "to test if tuna are not often present when they will not bite, but can be taken in a seine."

The Los Angeles Tuna Canning Co. was using the dark meat to pack "potted" tuna, and early in 1915 a San Pedro canner was pioneering "light-and-dark" tuna. The "Tuna Exchange" was organized by packers supply the canneries with fish, and finance fishermen.

Yellowfin at $30 a Ton

That spring arose the first pr argument—the fishermen holding for $40 per ton, while the canners fered $30. The argument was fina settled at $30, although some fish men evidently held out and secu $35.

There were 14 tuna canneries tive in early 1915, with "more in process of incubation"; and we h the first reference to refrigeration the announcement that the "Los geles Tuna Canning Co. will buil large cold storage plant in order cope with the fluctuating volume catch."

Price War in Tuna

Then came the first shake-out tuna.

May, 1915: "War Among T Packers"—"Fight for the market the finished product is at white he and raging. Prices have gone do from $5 to $3.25 per case, and so sales have been reported at less th $3. . . . At least two plants are sale cheap."

The fight started as a dispute o a proposed industry advertising p gram—"One of the big packing c cerns then declared war, and pri were slashed to the bone."

Behavior of Tuna Bewildered Early Operators

Tuna behavior was perplexing the pioneers — as it is today — some blamed the Skipjack for p fishing, declaring that these f which were "not good for canni grabbed the hook first. Even then "habits and habitat" of the Albac were subjects of much debate and ference of opinion. Gilbert Van Ca was quoted: "What we need most

Tuna packing room in the Los Angeles Tuna Canning Co., Long Bea Calif., in 1916, with Bismarck Houssels, an outstanding figure in t early tuna industry, overseeing operations.

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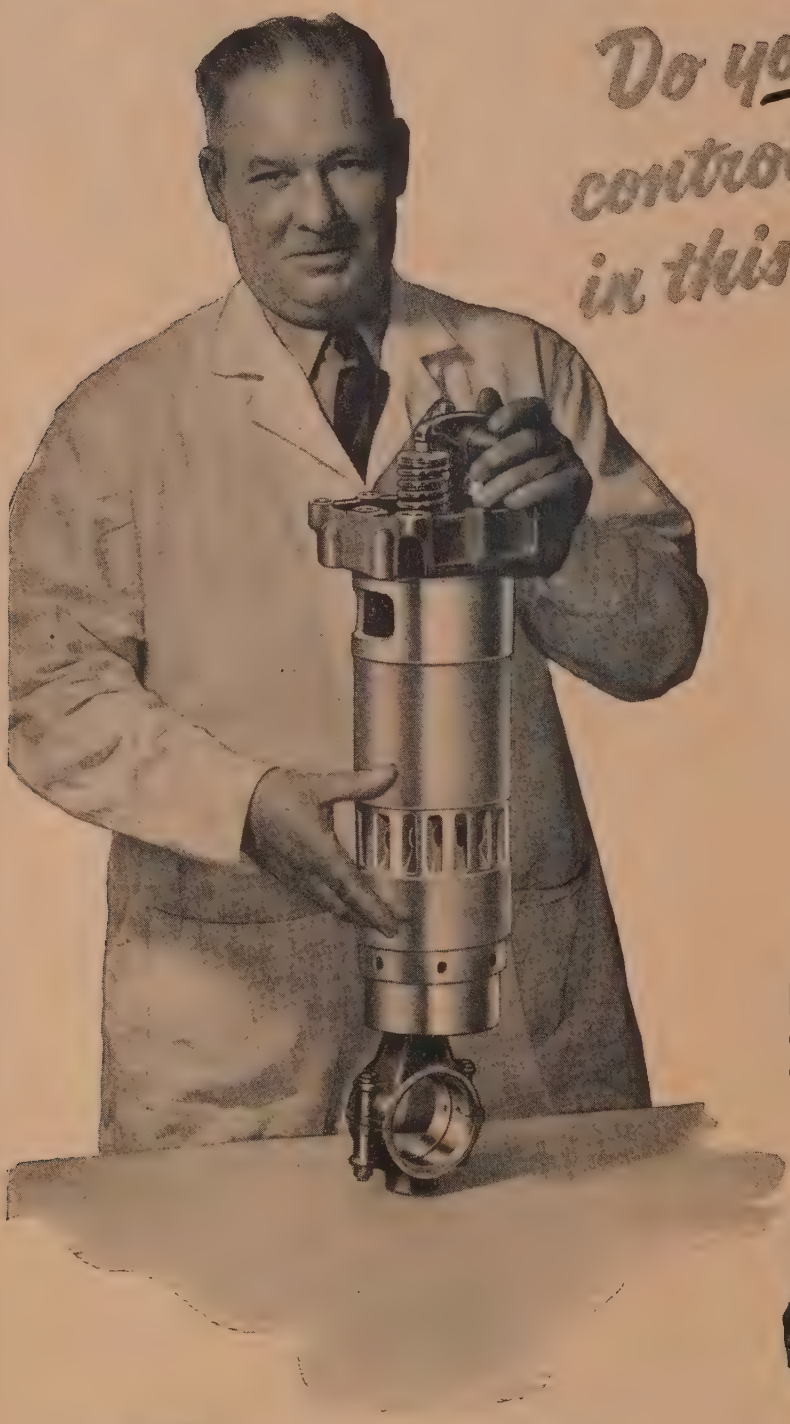

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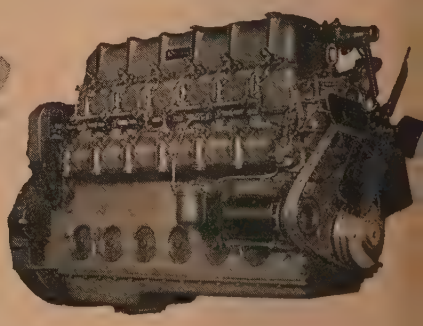


the P&H *line*

knowledge of the tuna." (He
probably repeat that statement

Tuna Exchange plan was aban-
at the end of 1915, and early in
he first mention was made of
operations, with Japanese op-
s and Halfhill both preparing—
eston was building a floating
y. Up to this time it is evident
he tuna supply had come en-
from local waters, and that the
hen had been dressing their tuna
. There was talk of prohibiting
nding of tuna round, and be-
he end of summer, 1916, Los
es *did* prohibit delivery of round
The former $35 per ton round
was revised to $37.50 per ton,
d heads on.

riments With Gear, Mexican Exploration

e were gear experiments, and
panese tuna trap looked invit-
t it required 40 men and four
for operation. Bait was a prob-
or it could only be kept two

he end of the year canners were
cting to pay $80 per ton in
more than twice the 1916 rate.
1917 tuna canning had its be-
gs in Hawaii.
California 1917 opened with H.
arris trying out a tuna seine
fathoms long and 50 fathoms
fished by two 80′ boats with a
of smaller ones. The net had
ourses along the bottom." It did
ork.
ension of tuna operations down
Mexican coast — a development
was to have profound effect
the future of the business—be-
n this year, with the floating
ry *John G. North* operating at
alena Bay and Cape San Lucas.
s were reported "disappoint-

nid-1918 ceiling prices were set
w tuna by Federal authorities—
r Albacore and $75 for Yellow-
d Bluefin, dressed heads on. The
ese tuna fishermen refused to
r these prices and tied up pro-
n for two months, until the
vas raised to $100 for Albacore.
st canning of Skipjack occurred
ear under the stimulus of war.

igeration is Revealed ssential For Tuna

urn of peace in 1919 brought a
of developments which we now
ee were of utmost importance.
floater *John G. North,* operated
e Van Camp interests, was sent
again in company with a re-
ator barge and 11 fishing boats.
barge was to take excess fish
the cannery, freeze it, and later
t to California by tender. Gilbert
Camp was in charge of the entire
prise.

Sardine delivery in the early days at the Southern California Fish Corporation cannery, Terminal Island, Calif. Lamparas were still the mainstay of sardine production.

Soon after the expedition started the *North* burned and "The cold storage plant sent down to Magdalena Bay is expected to revolutionize the tuna industry in Southern California. Many believe that in the future the big bulk of the tuna will be caught far from port by following the schools with fishing boats, floating cold storage plants and tenders."

This was prophetic, save that the *clipper* developed, combining in one craft the fishing vessel, freezer and transporter.

Japanese Dominance In Early Tuna Fishing

By spring of 1920 "Japanese fishermen are demanding unheard-of prices for their fish"—$210 to $225 for Albacore. It was finally settled at $200. Four years before the price had been $30.

The Japanese dominance in California fishing was creating a critical situation. There were more Japanese aliens in the fisheries than there were men of American birth. In 1921 the California Division of Fish and Game announced that *of the 1920 Albacore catch of 13,406,243 lbs., the Japanese caught all but 488,186 lbs.*

But 1921 was a year of doom. The Albacore price cracked and even a Japanese strike could not raise it above $130. Bluefin was $50.

Tuna "Thru the Wringer" In Depression of 1921

The economic collapse of 1920-21 hit the tuna business hard, for its companies were not seasoned and reinforced with reserves. The ranks were decimated, and the Van Camp Sea Food Co. as it is today was formed by merger of the company of that name with Nielsen & Kittle Co., White Star Canning Co. and International Packing Co.

Commenting on the disaster which befell the tuna industry *Pacific Fisherman* wrote in 1922 that the "industry suffered unsound inflation and over-production during the war," while in 1921 "things drifted from bad to worse; "vicious economic practices gained headway"; "price cutting became the rule"; "fishermen abrogated contracts."

The price of fish did not recover immediately. Albacore was priced at $130 for the first 6,000 tons landed; then $135. The catch of 1922 proved light and the price rose to $140. Canned quotes were: Albacore halves, $7.50; Bluefin, $6; Striped, $5; light and dark, $3.

As the year closed, and the Second Decade with it, *PF* reported that operations down the Mexican coast that year had produced 1,600 tons; and that operators were experimenting with ammonia refrigeration in their tenders as a means of reducing the loss of ice by melting.

Thus with a note of prophecy we closed the story of tuna in the Second Ten Years.

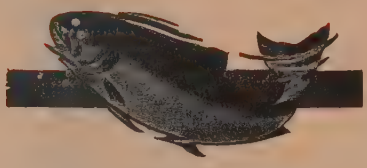
A Continuously Constructive Force in the Salmon Industry . .

OCEANIC SALES COMPANY

3302 Smith Tower

SEATTLE 4, WASH.

CANNED SALMON



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CHINOOK, WASHINGTON

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CHAS. ELMORE, President and Manager M. B. CRANE, Vice-President OTTO E. SALKETT Secretary and Tre

Diamond Ice & Storage Co.

MANUFACTURERS OF

Chemically Pure Crystal

ICE

The Largest Cold Storage Plant in the Northwest

OUR SPECIALTY IS

FREEZING SALMON AND HALIBUT

Office Corner Western Avenue and Union Street

ALL RAILROADS SWITCH TO OUR PLANT SEATTLE, WAS

Above, a reproduction of our ½ page ad in the First Issue of PACIFIC FISHERMAN, January, 1903

ALASKA FISHERIES HEARING, SEATTLE, 1912

s row standing: left to right, D. W. Branch, Libby; C. H. Boggs, Seward; August Buschmann; Deep Sea;) Lafflin, Northwestern; J. W. Bowman, Northweste n; P. E. Harris; Henry Ash, Western Alaska; W. H. ge, attorney; J. A. Kerr, attorney; Fred Swanson, Alaska Fishermen's Union. Second row, seated: W. G. rt, Seldovia; C. W. Dorr, attorney; C. A. Sutter, Fidalgo Island; Ward T. Bower and Dr. Barton W. mann, Bureau of Fisheries; T. J. Gorman; Capt. J. F. Mosier, Alaska Packers; Donald McLeod, U. S. Front row: N. W. Bolster, stenographer; C. H. Buschmann, Northwestern; F. M. Chamberlain, U. S. B. F.; Miller Freeman, Pacific Fisherman; Russell Palmer, associate editor.

lmon Biology and Technology fluence Industry's Economics

)RY of Salmon in the Second ecade falls into three distinct ivisions — biological, economic chnological. As a matter of fact, condition prevails in some re- to the present day, although ob- ly each phase has its effect upon thers.

the decade begins with 1913, we speak of the biological aspect decade first—for 1913 will for- stand-out in the history of sal- as the year when disaster fell dentally with the greatest sal- run of all time—eventually forc- cientific research.

is interesting to note that the Gate slide on the Fraser River time it occurred was consid- a disaster — a realistic view was to be modified mistakenly ne official apologists of future

reported it thus: "The salmon ng industry of Puget Sound and raser River will suffer damages e extent of millions of dollars ne blocking of the headwaters Fraser River by railroad con- rs engaged in constructing the dian Northern railroad, thus pre- ng spawning, in the opinion of nformed canners.

ne river was made passable dur- ne last few days (Oct. 4) and the are now proceeding freely up- . . . In Vancouver they are not of the time that the blast im- the passage of the fish, nor in degree."

The next month *PF* reported: "Apprehension is felt that the serious effects will be felt by the canneries four years hence"; but the first of the many subsequent blunders in observation and interpretation appeared in the same issue. Washington State sent a hatcheryman to examine the situation. He reported:

"Sockeye supply not in danger. As many fish as can spawn passed safely up river. In all probability the blasting has aided spawning by preventing a congestion of fish."

The next year Canada—the Dominion—assumed the responsibility for clearing the Fraser; and in 1915 it was reported that Hell's Gate was "cleared of obstructions."

The year 1913 brought the first indication of concern over the effect of dams upon the salmon fisheries. The hydroelectric project on the Baker River was rumored, and *PF* observed that a dam there would destroy a valuable Sockeye run—which eventually it did.

Conservation a Consistent Concern of "P. F."

From its beginnings this journal was concerned with conservation, and a consistent crusader against unsound investment in the fisheries.

An early 1916 editorial is typical of the firm position taken on both these points:

"Pacific Fisherman forcibly calls to the attention of those interested in the conservation of this great industry the need for some radical change in the near future if it is to be preserved for our children and grandchildren."

Too many canneries—lots of them ill-advised—was given as the reason for "the over-heavy drain on the fishery resources"; and this over-building was ascribed as due to the "entirely erroneous idea generally prevalent that it is a bonanza business, and that all one needs to do to get rich quick is to build a salmon cannery."

It remained for 1917 — and later 1921—to prove disaster on the Fraser. The 1917 pack was only 20% as great as in 1913. A commission of 10 Canadians examined the situation and blamed it on: (1) Over-fishing by the Americans; (2) Too many B.C. gillnets; (3) Improper fishing in the river itself; (4) Indian fishing upstream; (5) Long-distance administration from Ottawa; (6) Hells Gate blockade; (7) Political influence.

Regardless of the reasons, *Pacific Fisherman* declared itself *for* any program promising progress in the rehabilitation of the Fraser Sockeyes declared itself, and fought unflinchingly, month-in, month-out, year after year, until the treaty was drawn, signed, ratified and the commission at work.

Regulation Without Research Proposed In Early Program

At the risk of devoting too much of this "decade digest" to the Fraser drama, we go on—because much of this material has never before been published in one place, and because this problem and the way it worked out has had so much to do with shaping man's approach to biological

SATISFACTION*

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Pauls Locknot double knot netting is a development that has a direct bearing on the life and holding power of your netting. Here is the answer for the users of LINEN and NYLON Gill Netting, who need a net with a double knot that cannot be slipped. Pauls Locknot Netting is an improvement that actually protects the fisherman's investment in netting, because LOCKNOT Netting is made on special machines in such a way that the knots when pulled in any direction will not slip, turn or saw. Pauls Locknot Gill Netting stops loss of fish 100%. Every fish gilled stays gilled in a Pauls Locknot Gill Net . . . see your dealer today and enjoy the satisfaction that commercial fishermen on both the Atlantic and Pacific Coasts are experiencing every day.

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ms — particularly those com-
d by international interests.
industry was concerned with
ckeye problem, and presented
American-Canadian commission
ram:
n 8-year closed season which
arantee at least 50% escape-

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o ocean fishing;
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*ntific research BEFORE regu-
and regulation only when the
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dering Biology Put le Blame On Americans

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One quotation will suffice. It
in 1919, when the Fraser run
complete failure, with only
30,000 cases packed. Then Wil-
Sloane, British Columbia Com-
ner of Fisheries, uttered a
ent which placed the blame, the
blame on Washington State and
can overfishing. This he wrote:
e Fraser is now barren of sal-
because the American authori-
d interests have been too blind
o selfish to take action to pre-
t.
e depletion of the Fraser is an
nic crime, and the responsibility
ith the State of Washington . . .
pawning beds have been made
by excessive fishing."
e was the stupid fallacy stupid-

Site of the Pacific American Fisheries headquarters offices and cannery at an undetermined date, when this was still Fairhaven, W.T.

ly expressed in a bitter official castigation which could have made progress impossible—a fallacy which ignored Hell's Gate, and the fact that there had been *no* scientific research of competent character to ascertain the true causes of depletion.

Early Treaty "Loaded"

A new treaty was before the Senate —a new treaty which sought to regulate without research, a new treaty "loaded" against the seiners, who declared: "We want an absolute closed season in favor of the Sockeye, not a travesty in favor of the traps."

Their position, which undoubtedly was well founded, prevailed; and *that* treaty went the way of the Sockeye.

Hatcheries Held End-All Of Salmon Problems

Before we leave this consideration of conservation we must refer again to persistence of the slavish devotion to the thinking that in hatcheries lay the salvation of the salmon, and that artificial propagation provided a panacea for all ills.

For example, when the Association of Pacific Fisheries was organized in 1914, Item 1 on its list of objectives was:

"To encourage artificial propagation of various kinds of food fishes."

Again, American packers told an American - Canadian commission studying the Fraser River—in 1918: "Hatcheries would be the salvation of the industry."

It was the end of 1919 before the pages of *Pacific Fisherman* yield any evidence of doubt. Then, and from then on, there seemed to be a turning toward the thought that hatcheries are effective and justifiable only under special conditions, and that reliance upon them cannot replace research and provide panacea for the problems arising from rule-of-thumb regulation.

Diesel Revolution Expands Fisheries Area and Earnings

Introduction of the diesel engine was the great, outstanding technological development of Decade No. 2 —1913-22; although others were important. For example:

1. Beginnings of trolling for salmon;
2. Introduction of bait fishing for tuna;
3. Use of collapsed cans for salmon;
4. Use of round cans for sardine.

The development of diesel power and its application to the fisheries had far greater effect upon them than merely as a mechanical improvement; *it extended the field of the fisheries immeasurably.* It made possible powered ocean operations beyond the economic reach of gasoline engines.

Nowhere was the development from diesel more striking and more important than in the halibut fishery. There it opened to the industry the Westward banks and vastly extended its productive capacity, by letting the fisherman-owned vessel fish far beyond the limitations of what we now know as Area 2.

n cannery tender for George T. Myers' Chatham cannery towing rmen, some in Indian dugout canoes, to the Chatham Strait fishing grounds.

G. W. Hume, pioneer packer, one of the three men whose enterprise launched the salmon canning industry at Washington, Calif., in 1864.

Until the day of diesel the far banks had been reserved to the company streamers, for only they had the range to reach west from Dixon Entrance; and only well-heeled companies could afford a steamer.

With diesel, the independent fisherman was given the means to fish as far as the steamer—and the steamer could not stand the competition. Application of long-line fishing in place of line-trawls followed the development of the diesel schooner and accelerated the retreat of the steamers into the oblivion of the obsolete.

1913 Seiners Were Rated Too Big and Powerful

We find *Pacific Fisherman's* first article on diesel engines — not yet known on the Pacific—was in February, 1913. How little was understood of the potential in the diesel is made plain by this quote from an article later in that year:

"It is evident that Puget Sound purse seine boats have reached their maximum development in size and horsepower, as the high cost of operation will preclude any further development along this line. In fact, it is the opinion of owners that some of the new vessels operated at the Cape for the first time last year are too large, and plans are being made to dispose of them in favor of slightly smaller vessels. Fifty feet is considered the proper length, and a 27 to 30 horsepower motor should furnish proper power."

"Warrior" First Diesel Craft In Pacific Fisheries

The first diesel-powered commercial vessel to be constructed on the Pacific was the *Warrior,* an 87′ cannery tender built in 1914 for the Pacific American Fisheries by Nilson & Kelez to designs by L. E. Geary. She was powered with an NLesco diesel of 120 hp.

Building of diesels on the Pacific Coast began with Atlas in 1916. Thereafter World War I interfered with adoption of these motors, but in the third decade of our 50 years the transformation became complete.

Advent of Collapsed Cans

Vacuum closing machines were introduced in salmon packing in 1913 by the Perfect Vacuum Can Co. of Bellingham, headed by E. B. Deming, but they failed to take hold, and it was more than 10 years later that this principle was generally applied in the fish canning business.

It was in 1918 that the American Can Co. first offered collapsed cans to the salmon industry. They had been introduced six years before for pineapple packing in Hawaii. Their success in Alaska was immediate, and within a few years the can-making phase of the Alaska cannery had disappeared in favor of the reforming loft.

Among the technological trends of the Second Decade must be listed the beginnings of the swing to fibre cases. First mentioned in this journal in Sept., 1918, fibre cases were to sweep the indlstry and within a few years to carry virtually every can of fish to market.

"Priced Out of the Market" 1914 Version of Warning

Salmon canning won service stripes and campaign medals in World War I, and in that service and its aftermath lies the greater part of the industry's history in the Second Decade of *Pacific Fisherman.*

Just before the war sent salmon prices jumping, halibut was selling as low as 3c per lb., Seattle.

Then came the war, bringing spec-

William Hume who, wit brother, G. W. Hume, and liam Hapgood started Pacif canning on the Sacramento in 1864.

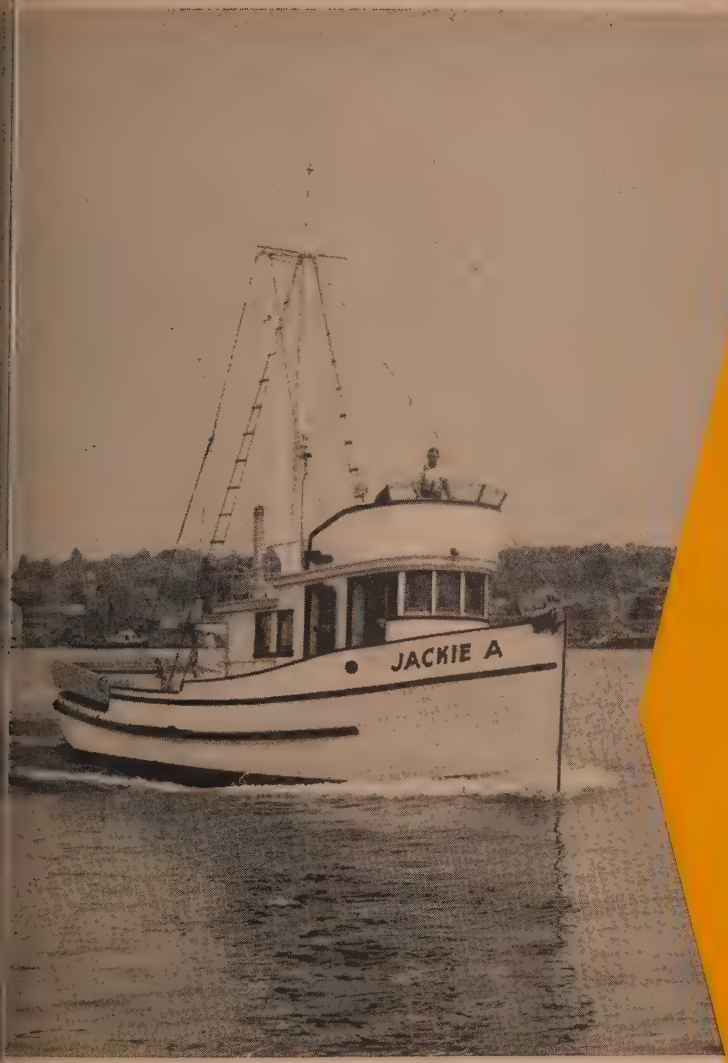
ulation in pricing and a rush o nery building. But even in the of boom there were words of c that, to use a 1952 expression mon could be priced out of the ket." An editorial in this journa

"It is proven by experience t the price of salmon is advanc yond what the masses can aff pay for it they simply stop buyi

A year after the war began were $1.50 per dozen talls, Pink but it was not until the United actually entered the war in the of 1917 that prices took wir May, 1917, they were *asking* doz. Pink talls, $1.80 for Chum

The slogan was "FOOD WIN THE WAR"—and there new rush of cannery building the spur of war—and price.

Making salmon cans on the Fraser River about 1903. Note that dressed machine operators wore straw hats that season—and that of the workers were a bit young for today's child labor laws



No engine repairs in 4 years!

THE *Jackie A*, a 55′ x 13′6″ x 6′ purse seiner, rks 18 hours a day, every day in the month, and o 4 months a year out of Tacoma, Wash. In the st 4 years, her "Caterpillar" D8800 Marine Engine s needed no repairs.

"That's 'Caterpillar' economy for you," says Jack cich, owner of this 9-knot craft carrying 1,900 feet purse seine. "I haven't had any trouble with my 8800 in more than 4 years. It's sure a good engine. ad 3 other types, but 'Cat' beats them all."

"Caterpillar" Diesel Marine Engines are sturdily ilt to keep you fishing. Dependable as they are, u'll get even longer life and better performance m them by giving them good care. And remember, aterpillar" Dealers cover the water front—when-er and wherever needed, they're available for dock-e service!

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CATERPILLAR
REG. U. S. PAT. OFF.
Diesel Marine Engines

BIG SARDINE CANNING INDUSTRY AT MONTEREY

SCENES AMONG THE SARDINE FISHING FLEET AT MONTEREY, CALIFORNIA.

The accompanying views show the activity among the fishermen of Monterey, Cal., during the sardine fishing season. These fish are of such size that in the early days they became known as "California Mackerel" and as such are known to this day. They are, however, as fine as any of the French sardines and of much better size. Their popularity on the markets of the United States has caused a big industry to spring up at Monterey. The Monterey Packing Co., who can these fish in attractive packages for the markets, has grown rapidly since being established a few years ago. The most successful fishing is done at night. The upper view shows the fleet at the dock of an early morning, after a night's fishing. The lower view shows the fishermen starting out in the evening for the fishing grounds. A description of these fascinating vessels appears in this issue.

The Food Administration called for all-out production of salmon, regardless of consequences. It suggested that conservation controls be removed to augment the pack regardless of the future—a suggestion which the packers denounced as "pernicious"; and we read the words of Kenneth Fowler, U. S. Food Administrator:

"Of all the flesh foods, the fish industry alone has the opportunity greatly to increase production, for *the crop is inexhaustible* (emphasis by editor) and is limited only by the extent of the available vessels, gear and men."

We know today that was a fallacy, for twice now—(and *right now*) our salmon fisheries have declined following the heavy demands made upon them in time of war.

Post-War Salmon "Release" Produces Market Disaster

Military buying prices were: Red talls, $1.75 per dozen; Pinks, $1.50—figures which the industry declared were "unfair," "unjust," and "below cost of production." It is interesting that the consumer ceiling on Reds was $2.35 and Pinks $1.65. Of the 1918 pack, 60% was ordered held for the military.

Then peace—and scarcely a ripple in the market. In a few months the government "released" its unused stocks of salmon to the industry at buying prices, less 50c per case for reconditioning. The quantity was first reported as 800,000 cases; later was found to exceed 1,500,000.

Opening prices a few weeks later were the highest ever known, $3.35 for Reds; $2.25 for Pinks; $2.15 for Chums. The higher grades sold well, but Chums were weak. By the next spring they were down to $1.25.

By September, 1920, after Alaska Packers Association had opened at: Reds, $3.25; Cohoes, $2.75; Pinks, $1.50; Chums, $1.15, *Pacific Fisherman* wrote blandly:

"Readjustment is now taking place rapidly in the canned salmon trade"—surely a "masterpiece of understatement" . . . "The fortnight follow announcement of opening pr brought no activity, in spite of fact that the pack of 1920 is smallest since 1912, produced at highest cost on record, and offe at the lowest prices since the Un States entered the War."

By the end of the year the tone different. We wrote:

"Why not face the facts? The m kets of the world are overstoc with salmon . . . Labor and pack costs have mounted skyward . . . C sumers cannot, and will not, pay prices necessitated by the exist level of costs"—which was the 1 way of saying: "Salmon is priced of the market."

By spring of 1921, Pinks were do to 90c per dozen talls and Chums 65c.

Operations were greatly curtai with 84 canneries running and ab 70 idle.

The salmon industry took an aw beating, but it was a knock-down, a knock-out. A year later open prices were: Reds, $2.25; Pinks, $1. Chums, $1.05.

World War I Demand Stimulates Sardine Industry

Sardine canning found the basis growth in the war demand for fo as well as in the activity of the tu canneries and the seasonal slacken in the local tuna supply at the ti when sardines were most abunda

Sardine canning had been beg in the earlier decade, and anteda tuna packing, but operations were li ited, and remained so until the S ond Decade was well advanced. It w a local business in the early yea two canneries at Monterey. Grad gains were made, however, and Jan., 1917, we reported 10 canner (mostly tuna plants) packing s dines in the Los Angeles area. So were using round cans—and that w *news*—precooking and then inverti the cans, as is done today.

By June of that year we reporte "Round Can Sardine Industry Gro ing—So great is the success of t pack, and so certain do the prospe of the future appear" that one pack got out a "Round-Can" brand. A. Halfhill was quoted: "The round c is either going to popularize the P cific Coast sardines, or it is going kill them altogether from the co mercial standpoint."

Sardine canning ran into quali trouble, however, and inspection w instituted on a voluntary basis—a r form that had far-reaching effect.

In April, 1919, this journal first to note of a new, and profound, chan in the sardine industry—"New N for Sardines" headed a story abo the adoption of a new type of net Monterey—a purse-lampara—the fir to use the purse principle in th fishery.

e depression of the early '20s hit ine packing hard. There were 40 eries by then, and a market es- ted for *PF* by an "informed ob- er" at 400,000 cases. The situation complicated by the hold which Japanese had on production, an ate in August, 1922, saying that of the California sardine catch made by alien Japanese.

1913, the first year of the Sec- Decade, came the first sugges- —from Dr. H. M. Smith—that a ol of Fisheries be established at University of Washington. The wing year this journal began its e support of this project. The delayed the enterprise, but in the g of 1919 the school was an- ced, and it entered upon its func- of providing trained scientists, nologists and administrators.

e war years, and those immedi- following brought the real be- ings of the Alaska food herring ness, and it made long strides rd the end of the decade.

odfishing, however, already was he decline, accelerated by Orien- competition, and in the late years his decade Anacortes, which had called "The Gloucester of the fic," saw full cargoes of codfish aded at her docks by Japanese els while American schooners and rmen could not earn their salt. ompletion of the Canadian Na- al Railway into Prince Rupert ght lasting changes in the halibut stry—and bitter controversy be-

"Star of Alaska" is typical of the great and graceful fleet upon which the salmon industry was based.

tween Canada and the United States as each nation jockeyed for advantage. Today's friendly relationship was far less than that in 1915, when an Order-in-Council bluntly stated the purpose of influencing the American halibut fleet to shift to Canadian registry as well as to a Canadian port.

Amendment of the order eventually eliminated the objectionable wording; and the competitive tension gradually eased. It was not long after the close of the decade that the two nations could approach the problems of the halibut industry rationally and, recognizing that depletion rather than the competitor was the real enemy, could enter into the treaty which redeemed the industry and set the pattern for international cooperation in the solution of ocean fishery conservation.

This plaintive publication of 1889 is singularly suggestive of those uttered today, proving that brokers then were not greatly different from brokers today, and that a "great shortage" was to be expected.

San Francisco, July 26th, 1889.

Gentlemen:

We give you herewith an estimate of the salmon pack on the Columbia River for the season of 1889. This has been made by the most eminent authority on the Columbia River, Mr. David Morgan, Jr. The pack for the season is estimated at 288,400 cases, as against 355,000 cases last year, or a shortage of 56,600 cases. But in the 288,400 cases given by Mr. Morgan as the 1889 pack, he estimates that at least 30,000 cases are steel heads. This reduces the legitimate Columbia River spring pack to 258,400 cases. The following is Mr. Morgan's estimate:

Astoria Packing Co	30,500 cases
Aberdeen Packing Co	14,000 "
A. Booth & Co	13,500 "
Badollet & Co	11,000 "
J. W. & V. Cook	13,600 "
Cutting Packing Co	10,300 "
J. A. Devlin	7,000 "
Eureka, Knappton, Eagle & North Shore	31,000 "
Samuel Elmore	11,500 "
George & Barker	15,700 "
Wm. Hume	5,300 "
Geo. W Hume	9,100 "
Hapgood & Co	5,800 "
J. O. Hanthorn & Co	10,400 "
J. G. Megler & Co	12,800 "
P. J. McGowan & Sons	10,000 "
Ocean Canning Co	11,000 "
Occident Packing Co	8,000 "
Pillar Rock Packing Co	12,200 "
Scandinavian and Fisherman's	11,200 "
Warren (Cathalamet)	19,000 "
Warren (Cascade)	6,800 "
Bucheit Packing Co	3,800 "
Everding & Farrell	4,900 "
	288,400 cases

The figures of the pack, as given above, were made up on July 23rd, and the packing of the last seven days of the season was necessarily estimated.

This estimate, however, is made with such conservatism that we believe a later recapitulation based upon absolute facts will show but little, if any, difference in the aggregate quantity.

Our last circular giving the situation in Alaska was dated July 6th, at which time news had been received up to June 22d. Since then our principals, Messrs. Louis Sloss & Co., agents and owners of the celebrated Karluk "Horseshoe" brand of Alaska salmon, have advices up to and including July 13th, to the following effect:

"The catch has been very short to date and still continues so. Our output is 25,000 cases behind what it was at a corresponding time last year. Up to July 13th, 1888, we had packed 35,000 cases. This year up to that date we had only packed about 11,000 cases. The catch on the entire island is very short, probably about one-third of that of former years."

The following is an extract from a letter just received from the manager of the Karluk Packing Co., at Karluk, Alaska:

"Things look very bad for us here thus far, owing to the shortage of fish. The catch is less than has ever been known before. Even the natives don't know what to make of it. It is very discouraging, but we hope to make up for some lost time when the fish do come. We are, however, at the top of the heap, but that is not saying much, as we have only about 11,000 cases to date."

Our circulars from time to time have given the actual state of affairs, with no effort on our part to either "bull" or "bear" the market. We have no interest in it except as commission merchants, and, while the news today from the fishing grounds is of a decided "bullish" tendency, we are not advocates of a short pack, nor are we predicting such. The reader knows as much about the situation of affairs as we do. In conclusion, we can only state that if the pack continues as it has progressed so far, there will be a great shortage. What the future holds, however, time only will develop.

Yours very truly,

THE JOHNSON-LOCKE MERCANTILE CO.

UNIFORMITY

Makes the Big Difference In SEINE TWINE

WOODBERRY SEINE TWINE Gives You Greater Uniformity . . . Greater Strength

One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products. Here yarn number is being determined with Suter Scales.

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he TRAJECTORY of TUNA

Its Rise—and Future Trend

. WADE AMBROSE

LL of the fisheries in the United tes in the past 10 years, no ned fish has risen faster or more ground than that succu- ackage of so many uses known ned tuna.

ng the more important factors are attributable to this rise in rity of this delicious product e factors brought to bear by War II. Many of the popular l fishes, including salmon, sar- mackerel and shrimp were y drawn on by the government those important years. As as 75% of some of those packs requisitioned for governmental una, for some reason still not in the minds of the industry, ot drawn upon nearly as heavi- e largest demand by the gov- nt during the peak of the war approximately 20%. With the earance from the grocers' of other types of canned fish, naturally filled the gaps and into a place of prominence.

pack fell off considerably dur- e years of 1942-43-44-45, due en- to the requisition of tuna clip- y the Maritime Commission and avy, amounting to approximate- o-thirds of the tonnage of the Notwithstanding the fact that dustry's clippers were serving country magnificently during its f need—delivering all types of es to our outer island bases— dustry did, in the face of these ing factors, produce wonderfully

ther factor which has pushed d tuna into favor with the ican housewife has been the con- t and heavy advertising cam- s carried on by members of the ry. Although the industry as a has never until the present seen advertise as an industry, all ers recognizing the necessity of

TOR'S NOTE—Mr. Ambrose is presi- f The Ambrose Company, and for- was president of Westgate Sea Prod- o. and of the Westgate-Sun Harbor e represents a third generation of ackers, his grandfather, R. D. Wade headed the first company to engage ntially in tuna packing, Southern nia Fish Co.; while his father, the iley V. Ambose, founded Westgate oducts Co.

selling their product have advertised to a greater or less degree. All of these campaigns aimed at teaching the American public how to use the product, and emphasizing its versatility as well as food value, have helped expand the market at a consistently rising level.

Earliest type of tuna fishing boats, evidently adapted from sardine lampara craft. These boats fished with jigs and later with baited handlines. They have delivered to the Pacific Tuna Canning Co., an early component of Van Camp Sea Food Co. *(Photo courtesy of Walter H. Gillis.)*

Pressure of Imports Checks Industry Rise

Now, all that has been written heretofore sounds as if the industry should continue to expand its output continuously ad infinitum; but at this point some of the serious problems which have faced it and are facing it today should be explored.

The most serious problem of the American producer, boat owner and canner alike, is the consistently rising import of tuna and tuna-like fish from foreign countries in the canned and frozen form. Japan, after digging out of the devastation left in the wake of the War, jumped back into the tuna business with both feet and an eye on capturing the American tuna market. Peru likewise looked at the American tuna market as a prize worth going after; and not having been too much affected by the War's maelstrom started developing her tuna and Bonito fishery during the years that the War was in progress. Both countries mentioned have notably low standards of living compared with that in the United States of America and therefore can produce tuna far below the cost of the American producer, who was, and is, faced with staying abreast of the labor market of the United States, whose rates of pay have been climbing steadily since 1940. As the buying power of the dollar has diminished, the labor rate has risen commensurately. The domestic tuna canning industry, having its heart in the center of a heavy defense-producing area, has had to compete with government-financed industries for the labor force. This fact has forced the industry to pay top prices to its personnel. The high cost of production, plus the load of ever-increasing imports of competitive products, have caused fleet tie-ups and cannery shut-downs at an alarming rate.

Standards of Living, Tariffs and Loopholes

Early this year a delegation of representatives of the industry appeared in the nation's capital to plead the industry's plight. The story was told at length to the Tariff Commission

all netting looks good on dry land . . .

but . . .

Do your nets hold fast when fully loaded with fish?

Commercial fishermen who are shrewd about values, and demanding in superior quality and craftsmanship, buy Adams Best Netting. Because they know, and you will agree, that regardless of where you fish, if you use Adams Best Netting you will find it made to match the holding power needed to bring in those peak loads. Adams Netting is made of the finest raw materials, woven with even meshes, each securely tied with knots that will hold those peak loads until they are safely stowed in your boat. Adams Netting is sold by the leading dealers in your port, because they know from a quality or price standpoint there is nothing finer available.

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Englund Marine Supply Co., Newport and Astoria, Ore.
A. D'Acquisto & Sons, Monterey, Calif.
Angelo D'Acquisto, San Francisco, Calif.
SEASIDE SUPPLY STORES, INC., San Pedro, Calif.

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ADAMS' BEST

Old-timers banquet given by the American and Los Angeles Can Companies at Coronado, Calif., May 11, 1918, honoring Southern California fish canners. Among those identified are: Warren J. King, Karl Envoldsen, R. D. Steele, Paul Eauchas, W. E. Privett, Harry Ward, Wiley V. Ambrose and Bismark Houssels in the front row. A. B. Jaconi and Stanley Hurdt are identified in the second row. At the speakers table, Frank Van Camp is centrally seated in the light suit. Next to the right is Dr. Norman Hendrickson, then Frank Gorrell of the NCA; and then, seated behind the bouquet, is Dr. E. D. Clark, present secretary of the Association of Pacific Fisheries.

:he Senate Finance Committee. ›fute the facts presented by the try delegation at these open ıgs, also appeared representa- of importing firms who are ing the distribution of the for- produced competitive products. esult of the charges and counter- ·es presented has naturally led to sion in the minds of the legis- ; who were in charge of these ngs. The Senate Finance Com- e recommended to the Senate ›assage of the Camp Bill H.R. by an 8 to 5 vote. This bill y asked that 3c per pound be diately imposed on frozen tuna e way of a tariff—frozen tuna ·s no duty today—and that the f Commission and the Dept. of ior investigate the industry's nt condition in reference to im- from foreign sources and recom- , by January 1953, adequate pro- n measures. This bill was eventu- xilled by the Senate, 43 to 32.

is interesting to note here that nuary, 1951, the existing tariff nned tuna in oil went back to its r status of 45% from 22½% ıich it had been lowered with a / with Mexico during the war . This was done because Mexico, easons of her own, did not see fit new the agreement. Tuna was of some 150 items embodied ı the agreement. When this oc- d, the Japanese found they no longer export their canned in oil at the favorable 22½% and that the 45% rate put them competitive with the American stic producer. In searching for ut," one of them ran across a lateral agreement with Iceland in part said that canned fish ı oil carried an import duty of %. Seizing on this "out," the Japanese figured that tuna packed in the well-known container sizes in water and salt would qualify under the Icelandic agreement and therefore could be exported to the U. S. at an import rate of 12½%. Since this clever discovery the domestic industry has had ever increasing volumes of canned tuna in brine arriving in U. S. ports for sale to the American public—to the point that the pressure from this new pack is becoming unbearable.

Costs of Bait Privilege Threaten U. S. Fleet

One more problem to be mentioned briefly here is the ever increasing pressure being leveled at the American tuna clipper by countries to the South. The American fleet must of necessity enter the waters of our southern neighbors in quest of bait. For this reason, the countries into which our boats must go rightfully levy a tax for permission to enter their waters and catch bait. In recent years these taxes have been on a consistently rising level. Naturally, while these taxes are fair and reasonable, all is well; but there is a point that could make it unprofitable for the vessels to operate. This point is fast being approached. The industry has been doing effective research and has come up with some possible alternate method which would alleviate the necessity of these taxes, because most of the tuna caught are on the high seas and out of the territorial waters of any country.

It is unfortunate that more people throughout the world have not become acquainted with the use of canned tuna, but the fact remains that practically the only market for this delicacy is within the borders of the U.S.A. This fact, plus the desire for dollar exchange, makes this country the prime target for canned tuna packed anywhere.

What then is the final answer to this dilemma which faces the men who diligently applied themselves to the business of building the industry from a meager beginning back in 1910 to distributing to the American public approximately 10,000,000 cases per year?

The Future of Tuna— Two Alternate Paths

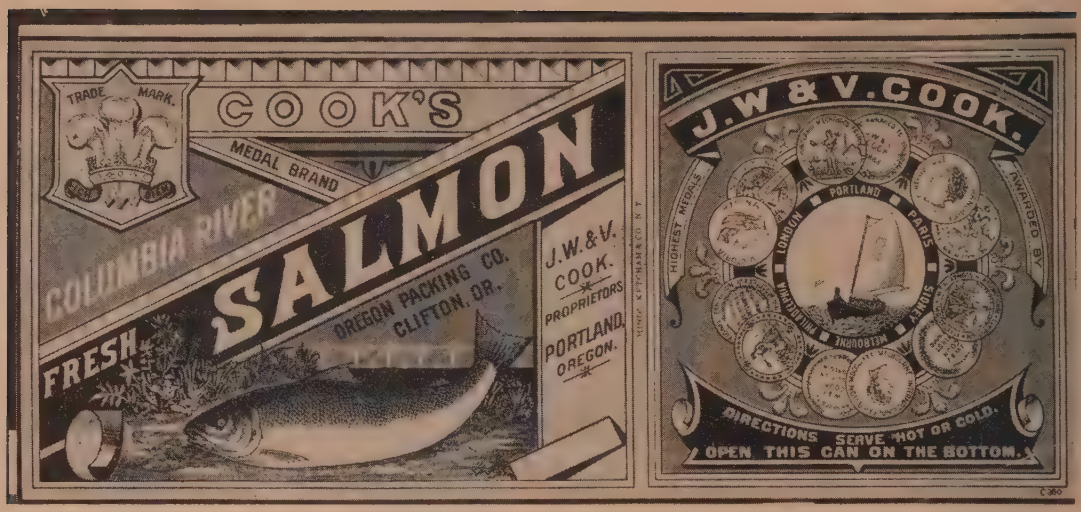
It seems to the writer the course can take either of two directions:

The first—to ask the government in Washington to invoke proper curbs on imports either by tariffs or quota, or a combination of the two, on all types of competitive imports, to the end that the industry can remain on a competitive basis with imports.

The second—if some such assistance is not forthcoming, is for the men with the "know how" in the industry to take their "know how" and capital and invest in the foreign production of raw and canned tuna and tuna-like fish.

Then there is the third possibility that some sort of a combination between the two might be feasible.

Indications point to the fact that at the present time an effort is being made by some Americans to get into the so-called "foreign field." Their success hinges greatly on how seriously the government takes and acts on the recent hearings held in Washington; and whether the government is willing to assist the industry, which now finds itself vulnerable in a situation over which it has no control.



This label, cal of thos veloped s ally for British tr apparently used betw 1883, wh date show the medals 1887, wh W. & V. became po the Colu River Pa Associati

Decade of Drama And Development 1923-3

THE Middle Ten of *Pacific Fisherman's* First Fifty Years was a Decade of Drama—1923-1932.

Starting with resurgence from the swift Shake-Out of 'Twenty-One, the business boomed through the Golden Age of the Big Bull Market, only to crash into the Great Depression as the decade closed.

Every phase of the fisheries underwent development in those days—development which in some cases was only the forerunner of decline—but the Middle Decade left growth rings on the Pacific fisheries as plain and as indelible as the annuli on a salmon scale.

Into these years was packed more of advance in fishery technology than into any other 10. The conservation based on sound scientific research had its real beginnings. International cooperation in scientific research and basic biology was initiated.

Tuna fishing shook off its shore-bound shackles, launched the first clippers, and set-out upon oceanic enterprises whose ultimate horizons even today cannot faintly be perceived.

Three aspects of the Middle Decade's development stand-out:

1. Technology

General adoption of diesels; quick freezing; mechanical innovations, vacuum seamers, collapsed cans, high-speed fillers, casing and handling machines, sardine cutters, steam precooks for sardines.

2. Research and Conservation

Halibut treaty and its sequel of applied scientific research.

3. Commercial Exploration

Extension of tuna production; oil and meal manufacture; vitamins; oyster production; crab canning; packaging.

Control of Fishing Intensity Prime Problem Then as Now

The decade opened in January, 1923, with *Pacific Fisherman* sounding a note familiar through the years—familiar today: "The outstanding fact of the situation is: *It will cost considerably more to pack a can of salmon this year.*"

Things were on the move in Alaska that year. The Bureau of Fisheries announced a new program by which each cannery would be given a *permit to pack a certain quantity of salmon, using a fixed amount of gear.* This permit system developed a lot of support in the established industry, but Congress wouldn't swallow it. For all its faults, the Permit Plan recognized that *authority and courage to control the intensity of fishing* is as essential to conservation as authority to dictate *where* and *when* and *how* fishing shall be done.

The early 'Twenties were times of small beginnings. The name of Nick Bezmalinovich, "a fisherman of Gig Harbor," first appeared in the pages of *Pacific Fisherman,* where it was noted that he was building a bo operate as a cannery tender for P. Products Co., afterwards N Jack Salmon showed up as a sa salesman, and A. W. Wittig first the news columns as he bought International Packing.

Call for Conservation Had Response in Halibut Treat

In this, as in every other d of its five, *Pacific Fisherman* sounding a call for conserva based on fact. It declared edito in February, 1923, for control of ing intensity, saying: "In some system lies the only hope for ave complete destruction of the fish and "*Pacific Fisherman* considers *manent* welfare of the industry mount in importance."

The Halibut Treaty was sign March—an historic act in fisher search and conservation whos fluence has been felt throughou world. The treaty immediately came a storm center, Great B challenging the right of Canad negotiate a foreign treaty.

The Halibut Treaty—which wa ratified until more than a year —was conceived and advocate Miller Freeman, publisher of *P Fisherman,* and John P. Bab British Columbia deputy minist fisheries, who became members o first commission.

This keynote of conservation sounded again late in the sum

President Harding, returning Alaska, declared at Seattle in f his last speeches: "Conserva- must be effected."

a Fishery Reaching Out

e Day of Development in tuna g had not yet fully dawned, here was a ring in the reports a was to resound year after "Wild bidding for raw fish."— core 15% of normal; plenty of but they will not bite."

ze for California Albacore, tuna practically all coming from the can coastal fishery, with Yellow- inging $125 per ton, delivered at Pedro. (San Diego was barely a r then.)

quote from 1923 is significant: Yellowfin and Skipjack fishery e waters off Mexico seems to be y established in the economic ne of Southern California can- s."

en then Albacore were occasion- concern, but W. F. Thompson, entering upon eminence as an ic biologist, wrote in *PF* that nds no evidence of depletion due erfishing."

early as 1923 the astonishing th of the fish oil and meal busi- was beginning. Not all growth this line, and not all technologi- levelopment promises were ful- however, for a reporter wrote in er of that year, after surveying least Alaska: "The time is fast aching, if not already at hand, no cannery of average capacity e complete without its by-prod- department."

eat of Dams First me Acute in 1924

ms and the destruction of salmon ning streams in 1924 touched controversy which persists to- Declaring that the proposed Priest Rapids dam—which was never built—"imperils the Columbia River salmon fishery," *Pacific Fisherman* published an editorial "Save the Salmon Streams." The Skagit was threatened also, and later in the year this journal carried an editorial titled: "Watch the Power Commission"—an injunction equally pertinent today, when 30 years have proven that the Federal Power Commission still needs watching.

The White Bill, which has ruled Alaska salmon regulation since, was passed in 1924, *Pacific Fisherman* observing with a soundness which might almost be called the gift of prophesy: "The section regarding a 50% escapement seems unnecessary, and may prove unfair." When the bill was up for passage in Congress this journal observed: "The principal objection is to the weekly closed period for Bristol Bay, which means a loss of two days fishing each week." That does not seem so much today—but the same issue mentions that Cook Inlet trap hands would average $90 pay per month.

THE FIRST TUNA CLIPPER

"Patricia", owned by Toyo Fisheries Co., Wilmington, which started fishing early in 1924, was the first craft to include the characteristics of the tuna clipper—ability to maintain live bait and to preserve her catch by refrigeration over a long period at sea. She was powered with a 100-hp. Fairbanks-Morse diesel, 88' in length, and opened the new day in tuna fishing.

Mexican Tariff Rise Produces the Tuna Clipper

The fact that launched a thousand ships for tuna came quietly in 1924. Mexico raised the export duty on tuna taken in its waters from $5 to $18.60, and before the end of the year doubled this to $37.20.

There was resentment, true; but the real result was not then even guessed.

Some operators said the tuna tax would "force our withdrawal from Mexico." "The situation is in a chaotic state." The Curtis Corporation bought a refrigerated carrier and prepared to operate her on the high seas. Van Camp announced its withdrawal from Mexican operations for the season.

But the story of the real development of that day and decade in tuna was told quietly, in a small item, in the issue of August, 1924:

"On July 22 the new-type fishing craft *Patricia* was launched at the Terminal Boat Works, San Pedro, for Toyo Fisheries Co. She is a 100-ft. tuna boat which is designed to revolutionize fishing. She is driven by a 100-hp. Fairbanks-Morse 'C-O' heavy oil engine and has a cruising radius of several thousand miles. She is equipped with a counter-sunk live bait tank, enabling her to carry bait

THE SECOND TRUE CLIPPER

ricia II", built in 1925, with her 100' of length and 250-hp. Fairbanks- e diesel engine, marked a long stride from the first clipper, 88' 100-hp. "Patricia", also owned by Toyo Fishing Co., and built in 1924.

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ENTERPRISE HAMMER MILLS provide high continuous grinding capacities at lowest cost per ton. Simplicity and compactness of vertical design provide 360° grinding area. Heavy-duty construction, and accessibility to screens and rotors, combine to give best results in reduction operations of every type. *Write for complete information.*

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Built in 4 sizes with replaceable hammers and interchangeable screens.

Enterprise
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distances. Her holds are cork-
to permit refrigeration by a new
ss, which the builders are not
eady to describe."

re was the first clipper, al-
h the boats were not to be called
for years. She cost $80,000 and
d 70 tons. The following spring
as classed as "successful," and
wners laid-down *Patricia II,* with
ns capacity and a 250-hp. Fair-
s engine.

ricia II was the first tuna vessel
the files of this journal show
equipped with mechanical re-
ation. In describing her, *Pacific*
rman said in 1925:

2-ton brine refrigerating ma-
is installed in one corner of the
, with brine tanks on the after
It is not intended that the ice
ine be used to eliminate the
ng of fish in ice, but only to
the ice and pre-cool the fish be-
stowing."

rdship which might have fol-
the lift in Mexican tariff was
d off by a sensational Albacore
– "best in years" — which saw
tons delivered in July, forcing
nsion of fishing when the fisher-
quit in protesting a price-cut
$220 to $120 per ton.

Canadian government opened
ay for the British Columbia pil-
and herring industries by per-
ng the reduction of these species.
first plants were built the next
g.

rry Beard, then Bureau of Fish-
technologist, advocated that the
ornia sardine industry adopt
s of firming the fish other than
g in hot oil.

e new halibut commission chose
'. Thompson to direct its investi-
ns, launching the first interna-
l research seeking the solution
fisheries problem. *Pacific Fisher-*
commented that this achieve-
was "Recognition of the fact
preservation of the fisheries is a

TUNA CLIPPER NUMBER 3

"Atlantic," largest of the tuna fleet when she was completed late in 1926, was 110' long and powered with a 300-hp. Union diesel. She was the first step-up from "Patricia II," and like that clipper carried a small refrigeration compressor. "Atlantic" was owned by M. O. Medina and J. V. Soares.

continental rather than a purely national question."

Early Stirrings of Import Tuna Trade with Japan

Japan was importing frozen tuna from America in 1925. Two reefers engaged in hauling tuna from Mexican ports to California carried 1,300 tons of Yellowfin and Skipjack to Japan.

Later in the year the current reversed, and it appeared that the stream of frozen tuna was due to flow from west to east, and we find:

"Opposition to the plans of owners of Japanese refrigerator ships to bring to Southern California frozen Albacore for canning has been voiced by James Rouchleau, president of the American Fishermen's Protective Association. Fifty tons of the frozen fish were delivered recently to plants at San Diego and Long Beach with a view to having experiments made as to the qualities and canning values of the fish."

Objective for salmon researchers was outlined by Dr. C. H. Gilbert, father and founder of that field of research: "We must know what percentage of escapement is necessary to maintain the runs."

More than 25 years of Federal research has failed to find the single fact coveted by its chief in 1925.

In June, 1925, John C. Veatch, who had been appointed to the Oregon Fish Commission in March, sought to resign. He is still on the job.

Tuna wasn't the only frozen fish being imported from Japan. The first shipment of Japanese frozen halibut, 860,000 lbs., was landed in Vancouver.

Times were changing in the sardine industry, the California commission deciding to require canning of 15 cases for each ton of fish landed, launching a controversy which was to rage for nearly a decade.

Harbor view in Nov., 1925, showing typical lampara sardine boats with their high sideboards.

High-Speed Salmon Filler Highlights Technical Advance

Refrigeration by mechanical means was going to sea. *Patricia II,* the second tuna clipper, was so equipped, and the discussion showed that even then the ice-holding function of the compressor was understood. Halibut schooners were beginning to install small compressors also.

Technical advances in salmon canning came swiftly in the 'Twenties. Collapsed cans were pioneered in 1924, but it was not until 1925 and 1926 that this development and its economies swept through the Alaska industry.

It was in 1926 that vacuum seaming was first introduced, with its pro-

How to Reduce Marine Engine MAINTENANCE COSTS

Crab boat engine to tuna clipper diesel . . . they all cost less to maintain with Tydol HD Motor Oils on the job. These great high detergency oils cut oil consumption . . . stop costly acid corrosion . . . keep marine engines *clean!*

Extra rich in active detergents, Heavy Duty Tydols whisk away gummy deposits from rings and valve stems. Hold foreign particles in suspension where they can't clog oil ducts and screens. And when they're drained, these Tydol HD Motor Oils take along sludge that other oils can't budge.

Try Tydol HD Motor Oils and check consumption . . . check maintenance costs. See what you save when you switch to the oil that *cleans* as it *protects* as it *lubricates.*

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TYDOL HD MOTOR OILS

TIDE WATER ASSOCIATED OIL COMPANY
(WESTERN DIVISION)

Brailing salmon from a beach seine in Alaska, probably at Karluk, with two sailing vessels lying off-shore.

d effect upon quality of the pack. nally, in 1928, the high speed filler unveiled, initiating a new day, h was to see the speed of a sal- line increased by 300%, and the line cannery become a factor of er in the industry. Millions were nger necessary for entry into sal- canning.

acore Failure of 1926 foundly Influenced Industry

Tunaland the fleet was a-build, behind the two pioneering *Pa- s,* and Portuguese names were led with the Japanese in the lists wners.

was in 1926 that the Japanese essions in the fisheries of Mexico cancelled and the reefers with- n, but these concessions were to llowed 10 years later by other, sinister arrangements in favor apan.

en more important was the fail- hat year of the California run of core, which utterly disappeared— aster from which rose two devel- nts of profound importance: (1) greater growth of the light-meat fishing business; (2) stimulated rt trade in Japanese Albacore, canned and frozen.

hards, Floaters, Herring ing Rose, and Faded

ere were 15 pilchard reduction s active on Vancouver Island in 1926, all built within 18 months. San Francisco the concrete *Peralta* was anchored in Octo- precipitating the high-seas sar- reduction controversy. She was ccessful, but pointed the way to t for the *Lake Miraflores, Lan-* and others a few years later.

oking back from 1952, it is hard ealize how important a business herring curing in the mid-Twen- The price of salt was quoted every month in *Pacific Fisherman,* and reports from Shetlands and Lowestoft were eagerly sought because of the impact of Scottish fishing on the market for Alaskas.

Within the 10 years of this Middle Decade, Alaska herring curing rose from nothing; peaked in an active, profitable business; and declined to nothing again under the pressure of imports in a shrinking market.

Vitamins and fillets became topics for editorial treatment first in early 1927, forecasting developments to come.

A Washington Fisheries Board order limiting purse seines to 250 fathoms, and forbidding them to set within 100 yards of a trap precipitated a "gear fight" which was to rage with varying intensity until the traps were driven from the state by Initiative 77.

This was a year of disaster in salmon, with the pack setting a new low for modern operations, a low not to be penetrated until 1950.

The name of Charles Alhadeff appeared first in *Pacific Fisherman* in 1927, when he was a fisheries student at the University of Washington. Today he is president of the National Fisheries Institute.

Imported Albacore canning was active, and "likely to become a feature of some importance." Buyers "instructed Kobe representatives to buy and ship all that can be obtained." The price was $220 per ton, cif., San Pedro.

The import trade in frozen tuna for canning in the United States was well established in 1927; but was not destined to have the impact and importance of the then scarcely-begun business in imported canned tuna.

High-Speed Canning And Fibre Cases

The Big Bull Market was rising toward its peak in 1928, and rumors of mergers and deals were common, although none of the *really* fantastic proposals ever were consummated.

Two corporate developments in the

Sealing sardine cans by soldering on the tops in the California Fish Co. cannery, San Pedro, in 1907. Ray Bentley, today's sardine cannery machinery designer and plant consultant, in the right rear.
(Photo from Arthur W. L. Hansen collection.)

supply and equipment field had enduring effect upon the fisheries. Continental Can Co. purchased the Seattle-Astoria Iron Works; and Fibreboard Products, Inc., was formed.

These transactions spot-lighted the trend toward high-speed canning machinery, and toward fiber's displacement of wooden cases for packing canned fish. In this latter field the remaining years of the Middle Decade served to complete the revolution, and to open the way for the great economies inherent in automatic can-handling; casing; uncasing; labelling; sealing; stacking and conveying.

"An Even More Distant Quest for Tuna"

In the field of tuna "large hook-and-line vessels serving canneries direct" were still "regarded as an experiment," although it was acknowledged some 18 new boats were being added to the half-dozen of the year before.

There was a touch of prophesy in the reports, however: "Fishermen are beginning to hear of vast new fishing banks"; and Bismarck Houssels told our reporter: *"We are learning that our fields have scarcely been scratched."*

Again: "The tuna season may ultimately be established on a year-round basis"; and, "We anticipate an ever more distant quest, far down the Central American coast."

Changes were coming in sardines, too. Big purse seine boats were proving effective in Southern California. Experiments with various dry-bake and steam-treatment methods foretold the passing of the oil-fry; and Knut Hovden installed the first pump for unloading at Monterey through sea-bottom pipeline.

After four years of research the Halibut Commission recommended a new treaty that would permit control of the amount of fish taken, the waters fished, the time of fishing, and the gear used.

Radio was reported as taking a place of importance in the operation of salmon canneries in Alaska; and frozen packaged fish and quick-freezing were being regarded as topics of prime interest.

Growth and Change In North and South

Alaska regulations for 1929 limited purse seining—except for the Bering Sea coast—to vessels not over 50' between perpendiculars—and thus the "Alaska limit" vessel was born.

Halibut fishermen opposed the new treaty—declaring it would "make it impossible for the fleet to operate."

Salmon canners set out to get a higher tariff, either 40%, or 30% based on American valuation.

Sardine changes came in a constant stream. Cutting machines were introduced, and the great vertical cooker appeared. Monterey brok records with a pack of 1,496,000 c

In tuna, California Packing C ration announced it was cutting from the old methods of supply, would rely exclusively on bait b Mexico recognized the dangers w its tariff policy had stimulated cut the duty from $35.30 to $26 but it was too late to check the to clippers.

A new Fraser River Sockeye r ration treaty was signed and *Pa Fisherman* launched a fight fo ratification which was to conti until ratification, although Gove Hartley of Washington blocke temporarily with his opposition a end of 1930.

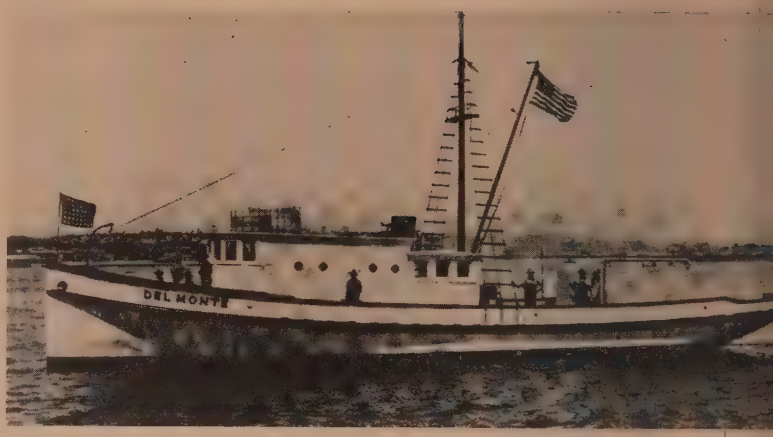
Cans appeared in paper "bags the spring of 1928; and the truc of iced fish from Seattle to Calif was initiated. Air craft prove great advantage in supervising A ka cannery operations.

The tuna fleet saw its first ra deck bait boat; and *Pacific Fis man* first recorded the use of purse lines—for Bluefin tuna.

Seiners "Invade" Monterey Fishery for Sardines

Sardine season of 1929 was a table one—the first in which 13.5-case canning requirement was plied—but particularly because of swing to seines at Monterey, of w this journal wrote:

"This season witnesses the inva of the purse seine into the Mont sardine fishery in larger numbers ever before. Last year there were two seiners, but this season there be 12 or 14 operating. . . . The Ita lampara fishermen resent the app ance of the seiners. . . . It has suggested that the seiners be requ to catch not more than 10 tons a the lamparas."



"Del Monte" was one of the very early true tuna clippers, 1927-8 86' in length and owned by Capt. Manuel Freitas. She was the clipper to carry outboard racks for fishing; and later was to go to Philippines to test those tuna seas for a subsidiary of Califo Packing Corporation.

PRE-CLIPPER TYPE OF TUNA BOAT

"Mary Pigeon" was typical of the live-bait tuna fisherman immediately preceding the development of the clipper. Her length was 65' as she came from the Campbell yard, and she was powered with a 75-hp. Union diesel.

ific crab canning was beginning.
d been tried unsuccessfully in
a a few years before, but in
it stuck, PF reporting:
lieved to be the only crab can-
n the Pacific Coast, Thomas Nel-
f Oysterville, Wash., is canning
d quantities of Pacific crabmeat
-lb. tins."

a "Clipper" Was Born be "Market" Crashed

e fall of 1929 was full of drama.
'huge merger" of most Califor-
ish canneries was projected in
September. No more was heard
after The Crash as the month

was in this month of doom that
:o inaugurated its bait-and-an-
licenses in an effort to replace
ıcome from export tariffs lost as
fishing moved off-shore.
ipper" was first applied to the
ait boats at about this time, first
ence found being use of the term
er" in referring to the *Gray*
d in September, 1929.
e First Year of Depression gave
published sign of the impact of
er upon the business.
ere were hints of severe losses in
cargoes as result of inadequate

THE HALIBUT BUYERS, 1914 TYPE
Left to right—Humphrey O. Roberts, San Juan; Maynard S. Chase, Whiz; Edwin Ripley; C. J. Sebastian, National Independent Fisheries Co.; Wm. J. Maddock, Booth Fisheries Co.; Harald Synnestvedt, New England Fish Co.

Tuna explorations were extended as far as Panama. Manuel K. Freitas with the *Navigator* prospected Cocos Island and "made history" with a quick 140-ton catch. It was the day of the clipper. Tuna seining seemed to be over: "All catches are by bait boats. The present, and perhaps final, gesture of the purse seiners has been tragic."

est picture of a troller—1912—produced by the historical research done for this 50th Anniversary Number.

eration; and F. E. Booth "warns
bletion" in sardines—but the only
of "market weakness" was in
t, for which "Japanese fish are
y blamed."
rthwestern, first tuna clipper to
uilt outside of California was
d out in Tacoma by Western
Building Co.

Japanese Expedition ears in Bristol Bay

ned salmon advertising was ini-
in mid-1930, when Reds were
selling at $2.80 per dozen and
at $1.50.
first appearance of the Japa-
expeditions in Bering Sea was
ted in July, with a floating can-
hip, a big trawler, and several
er fishing craft on Baird Bank,
les off Nelson Lagoon.

Van Camp was encouraging exploration, and was reported having *hope of borrowing from the Federal government a number of depth-finders* for installation on modern bait boats. (Here was the first mention of the fishermen's echo-sounding tool in *Pacific Fisherman.*)

Quick-Freezing Begins to Stir

Quick-freezing was being tried in a multitude of forms in 1930, but not yet had there emerged even in primitive technique the methods which were to dominate—freezing in package between plates with controlled pressure, with refrigeration of the product either by brine circulated through the plates or air-blast.

With a scant Red salmon pack in 1930, the price soared to $3.10 per dozen, while Pinks crashed to $1 in the first big drop of the depression.

California Packing Corporation embarked upon a tuna packing venture in the Philippine Islands.

Sardine packing was under pressure, and Bismarck Houssels, president of the California Fish Canners Association, proposed, that the operators agree to cut production to half the previous season's pack. (No one was arrested.)

Freezing of Tuna Attempted

The salmon industry was face-to-face with grim reality in 1931. The "Salmon Institute" was formed to "Standardize trade practices." Declaring "there should be a substantial reduction in the 1931 pack of Pinks and Chums," operators suggested that banks limit credit to "properly qualified operators."

General consolidation of operations was suggested, and this familiar statement appears in the record:

"It is obviously impossible to pack Pinks in 1931 at a profit."

Van Camp sent the *Supreme* to Panama to deliver fish daily for freezing and subsequent shipment north. Out of this venture came a prophetic statement from B. Houssels, Van Camp operating manager:

"We are trying to look toward the future of the tuna industry, say 10 years from now, and this experiment is primarily not for the catches made, but to test the success of sharp freezing in an inexpensive way. . . . If freezing is to be the future way, the *better* way, then it means *freezing boats* in the not-too-distant future. We want to see if freezing necessarily breaks down the cells badly."

Vitamin Liver Buying Begins with 1931 Demand

The halibut fleet, after losing five weeks in a conflict over lay, embarked upon a cooperative marketing venture which came upon evil days in April, the 27th being forever after known as "Black Monday," when the United Pacific Fisheries suspended buying with 29 trips in port at Seattle.

Vitamin business started on the Pa-

Slice yourself a larger piece of the ½-billion-dollar fish market —WITH THESE 5 AIDS!

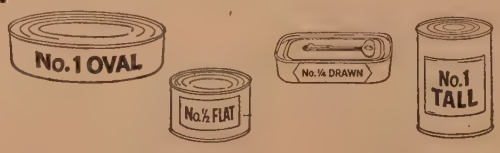
1. Efficient plant layout! Canco specialists will suggest ways to rearrange your plant for maximum efficiency. Years of experience combined with extensive research enable them to understand your particular problems.

2. Better product-appeal! Canco Home Economists and Testing Kitchen Staff are at your service. They can suggest ways to give your product more consumer appeal.

3. Eliminate processing difficulties! Canco will be glad to give you expert advice on types of cans, linings, closures, and other technical problems.

4. Add "SELL" to your product! For faster turnover—use a light, strong, attractive container. Canco Packaging Experts can give useful advice.

5. Which can? Whatever your need, wherever your need, Canco has the *right* package.



AMERICAN CANCO CAN CO.

NEW YORK · CHICAGO · SAN FRANCISCO · HAMILTON, CANADA

Coast with Booth Fisheries buy-
halibut livers for Abbott and
e-Davis at 12c per lb.
rst reference to the application
wer to hauling gillnets was made
spring; and the Halibut Commis-
established its advisory board.
e industry was plagued by price-
ng. Red salmon skidded to $2.50
lozen, and California sardines to
per case of 48 one-pound ovals.
Hovden said the cost of packing
$3.20.)

ne-Chilling of Tuna un on "Olympic"

ine-chilling for tuna had its be-
ing aboard *Olympic*. She had a
deck brine tank which could be
ed to 27 degrees; and two below-
pre-cooling tanks, in which the
were put and sprayed with 27-
ee brine from the deck tank until
were down to that temperature
ien they were withdrawn and
ed in the hold with crushed ice
coils.
ie tuna fleet was fishing at $100
Yellowfin and $60 for Skipjack,
two-thirds held-back to the end
ie year to prevent selling to com-
ors.
acific Fisherman demanded edi-
ally: "Save the Cowlitz"; and
n called for "Sanctuaries for Sal-
," in which it said: "States should
aside as perpetual sanctuaries for
ratory fish streams which still re-
n valuable for fish propagation . . .
hington should take this position
regard to the Cowlitz."
nus PF struck a blow for conser-
on 20 years before the sanctuary
rprise actually was undertaken—
re acuteness of the crisis made
need widely apparent.
efore the end of 1931, Pink sal-
prices had slipped to 85c.
hums were being dry-salted at
rdeen and Astoria for *shipment*
he Orient. Price paid to the fisher-
—*5c per fish*.
acific oyster canning had its be-
ings in this year, but it was not
1 1932 that production attained
equence. First plantings of Japa-
oyster seed in Willapa Harbor
come into heavy yielding, and
ering attained stature of note.
rave beginnings were made by
Pacific Salmon Sales Corporation
932 opened. At its disposal was a
e portion of the American salmon
t, but the project was launched at
me of collapsing economy, when
viduals were apt to go their own
. It lasted six months, and folded
Reds sagged to an opening of
5 and Pinks to 85c. (A month
r Reds were $1.25 a dozen and
s 75c.)

ooden Ships and Iron Men"—
o "St. Nicholas" of the Colum-
River Packers Association,
bound in Bering Sea for three
weeks, 1918.

FIRST STEEL TUNA CLIPPER

The 112.5-ft. "Orient" was the first steel tuna clipper, built in 1927 and skippered by Anton Hage, first halibut fisherman to turn to tuna. She was later named the "Santa Crux," and finally the "Queen Elizabeth" before she was sunk in the South Pacific while on military service in World War II.

Seeking to control *intensity of fishing*—which is not controlled in Alaska today—Henry O'Malley applied to Bristol Bay regulation a formula for extension of the weekly closures by a definite time for each gillnet boat over a number set for each district.

A Day of Desperation With Prices on the Skids

It was a Day of Desperation. Tuna

fishing resumed after a three-months strike with a minimum price of $80 per ton for Yellowfin as $70 for Skipjack—yet despite disaster Van Camp launched a new and expanded advertising campaign with a 30% increase in appropriation over the year before.

Halibut prices on the Seattle exchange dipped to 4 and 2c; and large, red troll King salmon sold in Seattle for 6s per lb., dressed. At Westport, Wash., dressed red King sold for 4c straight; and at Ketchikan the price for dressed red Kings was 3c straight. (As this was written in the spring of 1932, trolling boats to the number of 300 were tying up at Westport in protest against a price of 32c for salmon.)

The June average price for all halibut sold in Seattle was 4.43c; and in September the price dipped to the year's low of 3.75 and 2c, Seattle.

Herring oil sold that season for 10c per *gallon*, fob. Seattle; and 1932 sardine oil commanded only 9c per gallon; with sardine meal at $19 per ton. The fishermen's price for sardines was $4 per ton.

The sardine picture changed in more ways than price. The California commission — with floaters *Lake Miraflores* and *Lansing* anchored on the fishing grounds, sanctioned the "straight reduction" of 100,000 tons of sardines for the manufacture of "edible products"; and later granted each shore plant a permit for "straight" reduction of 7,500 tons of fish.

Depreciated foreign currency was making imports easy and erasing American tariff protection. Frozen Albacore, frozen Yellowfin, canned Albacore, all was entering this country from Japan with duties figured on the basis of the depreciated Yen. The tuna industry, the entire fish industry, begged for help.

On that note, the Middle Decade ended.

in WIRE ROPE, too

It's all in the RIGHT KIND of Muscle

The powerful, rugged muscles of a charging rhino enable him to propel his tremendous bulk and weight at truly remarkable speed. Nature designed them well for the purpose they have to serve.

In wire rope, too, the right kind of muscle is vitally important... because different types of jobs present different types of destructive forces. Bending fatigue! Shock stress! Abrasion! Load strain! Each demands wire rope that best combines the required resistance characteristics.

Wickwire Rope gives you the benefit of long experience and specialized know-how which assures you of exactly the right kind of rope your particular job demands.

For additional information write or phone our nearest sales office.

EAST: WICKWIRE SPENCER STEEL DIV.—Boston • Buffalo • Chattanooga • Chicago • Detroit • Emlenton (Pa.) • Philadelphia • New Yo
WEST: THE COLORADO FUEL & IRON CORP.—Abilene (Tex.) • Denver • Houston • Odessa (Tex.) • Phoenix • Salt Lake City • Tulsa
PACIFIC COAST: THE CALIFORNIA WIRE CLOTH CORP.—Los Angeles • Oakland • Portland • San Francisco • Seattle • Spokane

WICKWIRE ROPE

CF&I

PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL & IRON CORPORATION

WICKWIRE ROPE
A CF&I PRODUCT

LOOK FOR THE YELLOW TRIANGLE ON THE REEL

Inetters were thick at the mouth of the Fraser in the old days also. (Photo from Alaska Packers Association lection.)

JNCOMPROMISING CONSERVATION

By JOHN M. BUCHANAN

Thus B. C. Sustains Her Fisheries

RITISH COLUMBIA'S commercial fishery — the Province's fourth basic industry—is an im-tant factor in the economy of nada. In 1951, with an estimated rket value of $84,000,000, it pro-ed approximately 42% of the fish-es wealth of Canada.

While all species of fish common to eastern section of the North Pa-c Ocean are available to the fish-nen of British Columbia, geo-aphic location alone cannot be con-ered the sole reason for the satis-tory volume of the 1951 canned mon pack. Conservation contrib-d greatly to achieving the result. leed, were it not for such preserva-n our fishing grounds might by s time have been depleted to a nt of exhaustion, because in British umbia fish always has been both fundamental food resource and a rketable commodity source.

This is particularly true of salmon. e annual runs of each species con-ue as if motivated by an unchang-law of the universe. The size of runs, however, has fluctuated dely at times, especially on the aser.

n any mention of fisheries conser-ion in British Columbia one's ughts turn immediately to the ckage of the Fraser River at Hell's te in 1913. While this undoubtedly brought a near-disaster to the salmon fishery of that system, causing a $30,000,000 industry to dwindle to one of $3,000,000, it should not be forgotten that other factors had militated against the runs from time to time.

Conservation of Fisheries Through International Cooperation

Inasmuch as the bulk of the Sockeye pack of Puget Sound and adjacent United States waters emanates from fish that originate in the Fraser River system, the effects of the spawning migration on the Fraser are felt on both sides of the International Boundary. As early as 1892 closed periods and types of gear used in the Fraser River-Puget Sound sockeye fishery had become a subject of discussion in Washington, D. C., between the American Secretary of State and a Canadian fisheries delegation. From then on, over the years, the necessity for an international treaty to protect the Fraser River Sockeye fishery occupied the attention of conservationists in Canada and the United States, but governments "make haste slowly," so it was not until May 26, 1930, that the "Sockeye Salmon Fisheries Convention" was signed: it was not formally ratified until July 28th, 1937.

This treaty established the International Pacific Salmon Fisheries Commission, to which body the greatest praise is due for the work carried out toward the rehabilitation of the Fraser River Sockeye fishery.

The 1951 British Columbia herring catch came next to salmon in marketed value, having an estimated total of $11,000,000. Here, again, conservation has played an important part in the outcome. For the past several seasons catch quotas for different areas have been established by Dominion Government regulation. The quota figures are based on a background of biological data and intensive scientific research, and when the quotas are filled the herring fishing ceases. Last season in one area herring appeared in such numbers that an extension of the quota for that section was permitted.

The marketed value of the British Columbia catch of halibut last year amounted to approximately $5,500,000. This is a fishery that has survived as a result of basic research followed by sound management practices. When it was realized, about 1915, that after some 27 years of fishing the stock of halibut was becoming depleted, a demand for conservation was made by those interested in preserving the halibut fishery of the North Pacific. After much consideration, an international treaty between the United States and Canada for the protection of the fishery was signed in 1923 and ratified the following year. After the convention of 1923 had been in operation for some five years, on the recommendation of the commission appointed under its terms, a new treaty was entered into in 1930. This treaty was revised in 1937 to cope with developing needs.

During the past few years there has been a steady expansion of the

EDITOR'S NOTE — Mr. Buchanan president of British Columbia ckers, Ltd.; is chairman of the heries Association of British Co-mbia; and is a former president of Fisheries Council of Canada.

British Columbia production of groundfish. Sole and cod are filleted and packaged in consumer-size cartons at completely modern shore plants, from where the products are shipped in refrigerated carriers to the distributors.

A further contribution to the annual return is made by the use of such fishery by-products as salmon eggs, salmon oil, fish solubles, liver oils and viscera.

In recent years, possibly the most significant and far-reaching development in the frozen fish division of the industry has been the development of fresh frozen fillets in consumer package form. The British Columbia industry has not failed to see the potential of this development and numerous fillet packaging lines have been constructed to meet the market demand for frozen fish in this convenient and attractive form.

Canada Maintains Salmon Population Against Depletion

Although there is an old saying that "comparisons are odious," there are times when comparison helps toward reaching an objective viewpoint. Solely, therefore, in order to show that the canned salmon section of the British Columbia fishing industry is in a relatively sound position in the matter of fish supply, reference is made to remarks passed at the 12th annual meeting of the Alaska Salmon Industry, Inc., the 27th of November last, when W. C. Arnold said of the operation in Alaska:

> *"As of* 1940, *the average pack over the* 10 *preceding years was approximately* 6,000,000 *cases. Now in* 1951, *the average pack over the preceding years is about* 4,650,000 *cases, a decrease of* 30%."

Taking British Columbia figures we find that as of 1940, the average pack over the preceding 10 years (1930-1939 inc.) was approximately 1,500,-204 cases. In 1951, the average pack over the preceding 10 years (1941-1950 inc.) was approximately 1,526,-429 cases, *an increase of* 1.75%.

British Columbia is endeavoring to keep its fisheries in a healthy supply condition through conservation.

In a mountainous country, so interlaced with streams as is British Columbia, naturally there is ever-present the danger of flash floods and river blockages. A serious threat to a race of Skeena River Sockeye appeared last summer when a heavy slide in the Babine River (one of the Skeena's tributaries) obstructed the passage of salmon to the Babine Lake spawning grounds. To the relief of the industry, the Fisheries Departments and the Research Board, remedial action is in progress to assist the salmon in their up-stream journey this year.

It is a fortunate circumstance that in our Departments of Fisheries are exceptionally able men who work harmoniously with the entire fishing industry of British Columbia. The Fisheries Research Board of Canada, too, in the scientific and technical field, renders valuable assistance to the industry. In conjunction with all units within the industry, these governmental bodies form a forward-thinking group that realizes the uncompromising necessity for conservation generally, to the end that the fishery resources of our rivers, and of the waters surrounding us, may be sustained in perpetuity as bountiful and self-renewing food reservoirs for our people.

A giant step in this direction was taken recently through the signing of a Tripartite Agreement by the United States, Canada and Japan. Under the terms of this convention, Japan voluntarily agreed to abstain from exploitation of the three principal fisheries of the Northwest Coast—salmon, herring and halibut. This is a workable treaty, freely accepted by the three countries concerned. It is based on principles of conservation and establishes a precedent on which greater international co-operation in fisheries may be based.

Fisheries and Power Can Be Developed Together

In the era of industrial expansion now unfolding in British Columbia, the development of hydro-electric power becomes a matter of supreme importance in respect of fisheries conservation, particularly in the preservation of our salmon fishery. It is, however, the considered opinion of those in the fishing industry of British Columbia that we can have both salmon and power in quantity, *provided always* there is joint planning to ensure that every possible measure is taken to prevent needless destruction of fishery resources. It is the consensus that non-fish-producing streams should be utilized for power wherever feasible before any hydro-electric development is contemplated on streams that support salmon runs. Wherever it is absolutely necessary that power be acquired from the waters of a salmon stream, those engaged in such development should be required to collaborate and co-operate with fishery experts in the engineering and biological fields to make certain that the uses of British Columbia's wealth of waters are so planned as to give protection to our great protein food resource.

Excellent progress toward planned fisheries-power uses already has been made in respect of two major industrial enterprises in central British Columbia. One is the Columbia Cellulose Co. Ltd., which has provided efficient fish protection facilities on the Cloyah River, water from which is used in the operation of its Port Edward Plant. This action, which co firms the practicability of multip streams use under certain condition merits the highest praise of all inte ested in fisheries conservation. T other is the Aluminum Company Canada, Limited, which, we unde stand, has under scientific study t matter of adequate water flow to pe mit environmental conditions for fi in streams adjacent to their hu project.

Industrialization with Wise Conservation Is Welcomed

The fishing industry is hopeful th these important developments w have set a pattern for the futu utilization of British Columbia's wat resources for power and other indu trial purposes. It is hopeful also th there may be established as an i perative requirement for the dev opment of hydro-electric power, or t impounding of water for any pu pose whatsoever, provision for saf guarding our salmon races from t slightest hazard relative to such d velopment.

Subject always to this provisi the fishing industry welcomes the i dustrialization of British Columbi vast interior. In this development may be possible for the industry advance toward one of its ambitio —the wider sale of fish products the domestic market. In the face steadily dwindling export outlets, a result of currency stringency, t would be a happy corollary to wh might be termed an industrial i vasion.

Domestic Market Developme Canadian Industry Objective

In the fields of fishery merchand ing and sales promotion the indust has also demonstrated forward thin ing and has accorded active supp to effective advertising progra The outstanding example of this the activity of the Associated Salm Canners of British Columbia whi over a period of three years, has e pended in excess of three-quarters a million dollars in Canada with t objective of further expanding t sale and distribution of canned salm in the domestic market. This s was spent in a number of "no bra advertising campaigns and is in ad tion to the consistent advertisi which is carried on by the pack who have well-known brands in n tional distribution.

Constructive effort of this kind expand the domestic market is particular value and importance the present time because of the c tinuing trend toward fewer a smaller export markets for c British Columbia canned salmon. however, the vexing exchange a currency problems could be resolv the historic channels of export d tribution would likely re-open with too great delay.

EXTERNAL PRESSURES

haped the Fisheries
f 4th Decade
933-42

ISHERIES of the Fourth Decade of our Fifty Years were shaped more by external pressures than influences from within.

hese were years when the industry ll industry actually—felt the mold- pressures of enormous forces!

epression—to depths beyond prev- s economic experience;

Controlled economy" — and its rch for economic panaceas;

Incontrolled Bureaucracy—seeking v empires;

mports—the world hunting mar- s in America;

War—with its shocking waste and eeping changes.

hese forces acted and reacted upon fisheries in the years from 1933 ough 1942.

he decade was not one of develop- nt in the sense that its immediate decessors had been, but it was one *change*—for the fishing industry the Pacific, and for every human ng upon Earth.

---

ut in these Decade Digests we are cerned essentially with the fisher- themselves, rather than with world-wide economic movements, national socio-political trends, and global warfare; and who shall say that even in this Decade of Depression, New Deal and World War the fisheries did not register some gains in spite of the external forces which shaped and bent them?

Sailing vessels of the Alaska Packers Association fleet at their winter quarters in Alameda, Calif. This at one time was the largest fleet of sailing vessels under one flag in the world.

(Photo from Alaska Packers Association collection.)

New Fisheries Rise Amid War and Disaster

New fisheries were launched in these 10 years:

Trawling rose from insignificance to become a major element of production;

Vitamin livering soared to a spectacular zenith, from which the following decade saw the fall;

Mexico's Pacific shrimp made the beginning of rich growth;

King Crab was brought under exploration;

Albacore "returned", to become of greater importance than before.

Among technological developments the most important was the conquest of the problems of tuna refrigeration at sea in low-temperature brine; and the decade saw the rise, rewards and fall of high-seas fish reduction ships.

The cause of conservation advanced by a tremendous stride with the ratification of the Fraser River Sockeye salmon treaty and its initiation of research keyed to standards of scientific excellence which had proven so effective in the solution of the halibut riddle.

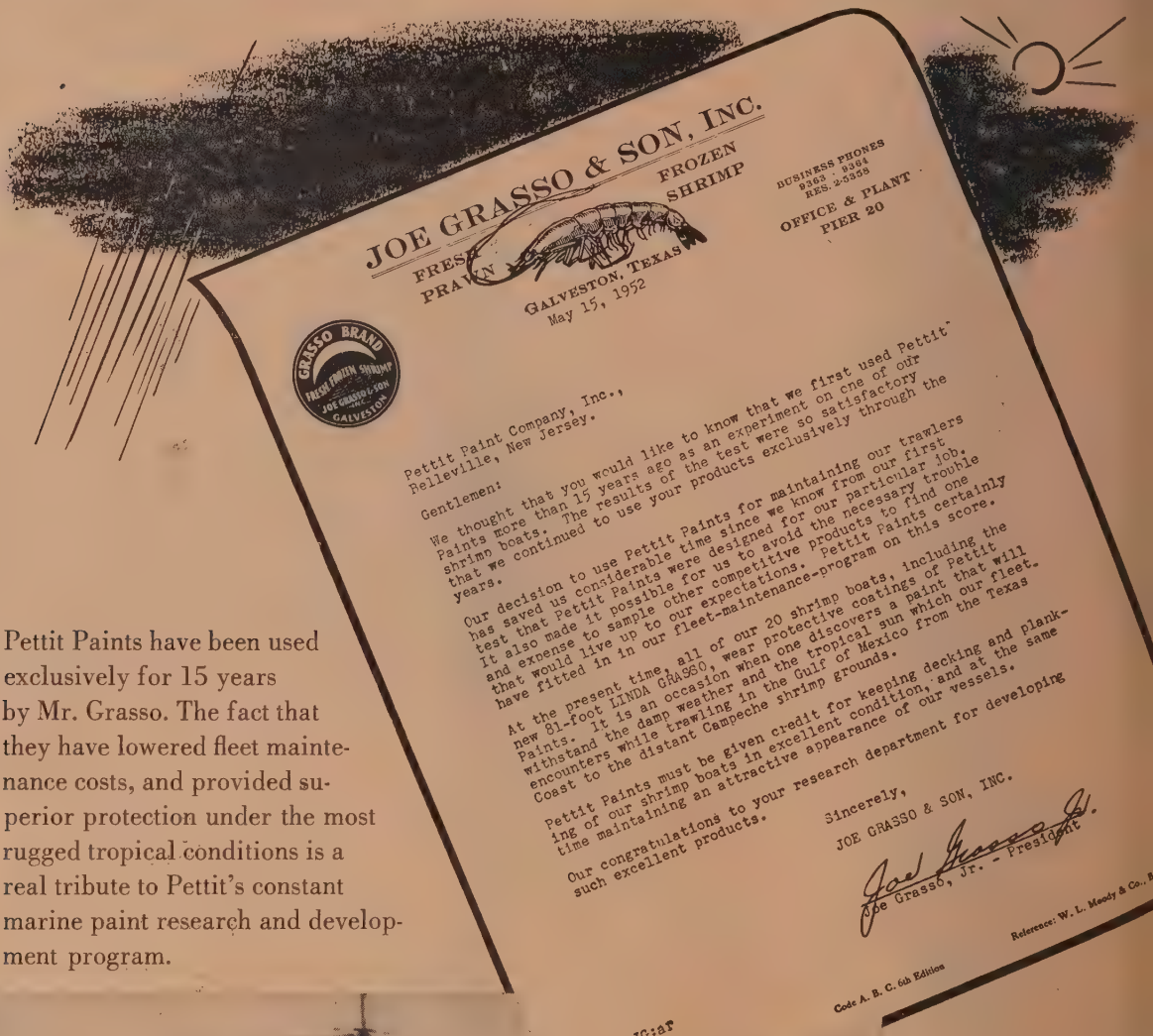
Columbia River gillnetting off Desdamona Sands, 1894.
(Photo courtesy Tom Wootton.)

Fisheries In the Depths As 4th Decade Started

The world was plumbing the depths of depression when the Fourth Decade opened with 1933. The Salmon Industry's first annual "cutting" was held on the day of the Bank Crisis.

The fishing industry was under terrific competitive pressure from imports. This was at the time of the great fight for protection of American products from the blows dealt through the medium of depreciated currencies. Tuna imports, then as now, provided the most desperate case —*and importers actually sought an injunction to prevent the Tariff Com-*

Pettit PROTECTS 20 SHRIMP BOAT
from damp weather and tropical sun



JOE GRASSO & SON, INC.
FRESH FROZEN PRAWN SHRIMP
GALVESTON, TEXAS

BUSINESS PHONES
9363 - 9364
RES. 2-5358
OFFICE & PLANT
PIER 20

May 15, 1952

GRASSO BRAND FRESH FROZEN SHRIMP JOE GRASSO & SON GALVESTON

Pettit Paint Company, Inc.,
Belleville, New Jersey.

Gentlemen:

We thought that you would like to know that we first used Pettit Paints more than 15 years ago as an experiment on one of our shrimp boats. The results of the test were so satisfactory that we continued to use your products exclusively through the years.

Our decision to use Pettit Paints for maintaining our trawlers has saved us considerable time since we know from our first test that Pettit Paints were designed for our particular job. It also made it possible for us to avoid the necessary trouble and expense to sample other competitive products to find one that would live up to our expectations. Pettit Paints certainly have fitted in in our fleet-maintenance-program on this score.

At the present time, all of our 20 shrimp boats, including the new 81-foot LINDA GRASSO, wear protective coatings of Pettit Paints. It is an occasion when one discovers a paint that will withstand the damp weather and the tropical sun which our fleet encounters while trawling in the Gulf of Mexico from the Texas Coast to the distant Campeche shrimp grounds.

Pettit Paints must be given credit for keeping decking and planking of our shrimp boats in excellent condition, and at the same time maintaining an attractive appearance of our vessels.

Our congratulations to your research department for developing such excellent products.

Sincerely,
JOE GRASSO & SON, INC.
Joe Grasso, Jr. - President

Reference: W. L. Moody & Co.,

Code A. B. C. 6th Edition

JG:ar

Cable Address: GRASSO

Pettit Paints have been used exclusively for 15 years by Mr. Grasso. The fact that they have lowered fleet maintenance costs, and provided superior protection under the most rugged tropical conditions is a real tribute to Pettit's constant marine paint research and development program.

New 81-foot LINDA GRAS newest addition to shri fleet owned by Joe Grass Son, Galveston, Texas.

PETTIT PAINT CO., Inc., BELLEVILLE, NEW JERSEY

SINCE 1861

PACIFIC COAST DISTRIBUTORS: Nordby Supply Co., Seattle, Wash., and Ketchikan, Alaska; Adanac Marine Supply Co., Ltd., Vancouver, B. C.; The Be Co., Portland and Astoria, Oregon; Carstens Marine Supplies, Spokane, Wash.; Gray's Motor Service, Inc., Salt Lake City, Utah; B. H. Hebgen Co., Ltd., Francisco and Los Angeles, Calif.; Nuttall Styris Co., San Diego, Calif.; Outdoor Equipment Corp., Las Vegas, Nevada; Jack Bolton Marine, Denver, Colo.

:sion from making its report to President. They failed to get it. 'ressure of Japanese imports was heavy that the United States sus- ded appraisals of canned tuna. lowfin brought the fishermen $80 ton, and Skipjack $70, but later the year Yellowfin advanced to 0 and Skipjack to $80.

'una fishermen in 1932 were find- that the use of mechanical re- geration coils with crushed ice gely solved the problems of quality tection for the trips then made.

'na Imports Crushing

As 1932 ended the import situation ame so critical that tuna opera- ns were wholly suspended and all its held in port.

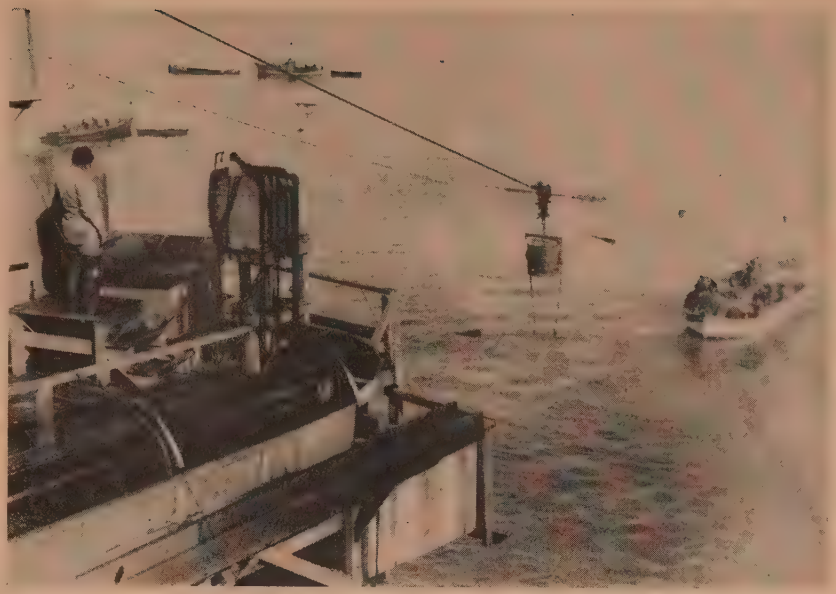
California Packing Corporation dis- ched a clipper and two seiners to Philippines to make a test of a for its affiliated Philippine Pack- Corporation.

The year 1933 brought the sardine ustry to a new crisis—off-shore uction plants on an industrial is. The implications of the *Lansing* l *Lake Miraflores* on the high seas California with no course but to mit "open reduction" of sardines. rdine oil was selling at 16-18c per ., and meal at $26-27.50 per ton. K. Hovden figured the cost of can- g a case of sardines at $2.57. Sell- price was $2.05.

National Canners Association's sal- n inspection service was instituted 1933, and for 20 years has served provide a quality rating, an ob- tive and disinterested examination, l a means of speeding the product a well-protected consumer.

Salmon prices turned up materially, ls rising from $1.35 to $1.75 in the rse of the year; and Pinks from to $1.20.

Frank T. Bell was appointed United tes Commissioner of Fisheries l federal administration of the



Monterey sardines were all delivered by bucket and cableway prior to 1928, when the first submarine pipeline and fish pump was installed. Here a bucket of sardines comes up to the Monterey Canning Co. *(Photo courtesy Magnus Flause.)*

Alaska salmon resource took on a new complexion.

These were the crusading days of the New Deal, with every issue filled with N.R.A. and "code authorities" and "fishery codes." *Pacific Fisherman,* announcing the program of dam-building on the Columbia, raised its accustomed query: "What about the fish?"

The more perspective minds in the fishing industry recognized in the "reciprocal trade" ingredient of the economic panacea being brewed as something to be watched with misgivings.

Troubles at Sea And In the Marketplace

The halibut industry had full days. The fish was selling as low as 4 and 2c per lb., Seattle; and 1932 was the year when regulations and a catch quota were first applied under the new treaty. Halibut liver sales were put on a bid basis, and brought 15c per lb.

With the new treaty just going into effect, proposals were made for a new treaty that would give the commission authority to regulate the *rate,* as well as the time, place and method of fishing. Twenty years have passed; the season has grown shorter and shorter, but the commission is still without this authority.

Imports of Japanese frozen halibut were selling in the United States in 1932 at 2c per lb. under the price for American fish.

On April 5, 1933, in a sudden storm off Grays Harbor 19 men and 12 boats were lost—perhaps the worst disaster in the history of Pacific fishing.

Technically, the most important event of 1933 was the introduction in that year of ocean trawling out of Puget Sound—a development of vast implications in the future of Pacific fishing — a development still in its early stages after 20 years. It was in May, 1933, that we recorded the first installation of an echo-sounder aboard a Pacific trawler, for it was then that *Catherine Paladini* shipped a Fathometer.

omen cannery workers placing tin discs on top of the salmon cans fore closing, so they could be resoldered after exhausting and venting without the solder getting into the contents.

Tuna Tariff Raised by Pressure of Japanese Trade

Tariff on canned tuna was hoisted from 30% to 45%, effective Jan. 13, 1934, on recommendation of the Tariff Commission, but Fred Schellin, president of the American Tunaboat Association wasn't satisfied. He warned:

50 Years Ago

The invention and later improvements to t
"IRON CHINK"—the world's only salm
butchering and cleaning machine—made po
sible the development and expansion of
great enterprise—the Pacific salmon canni
industry.

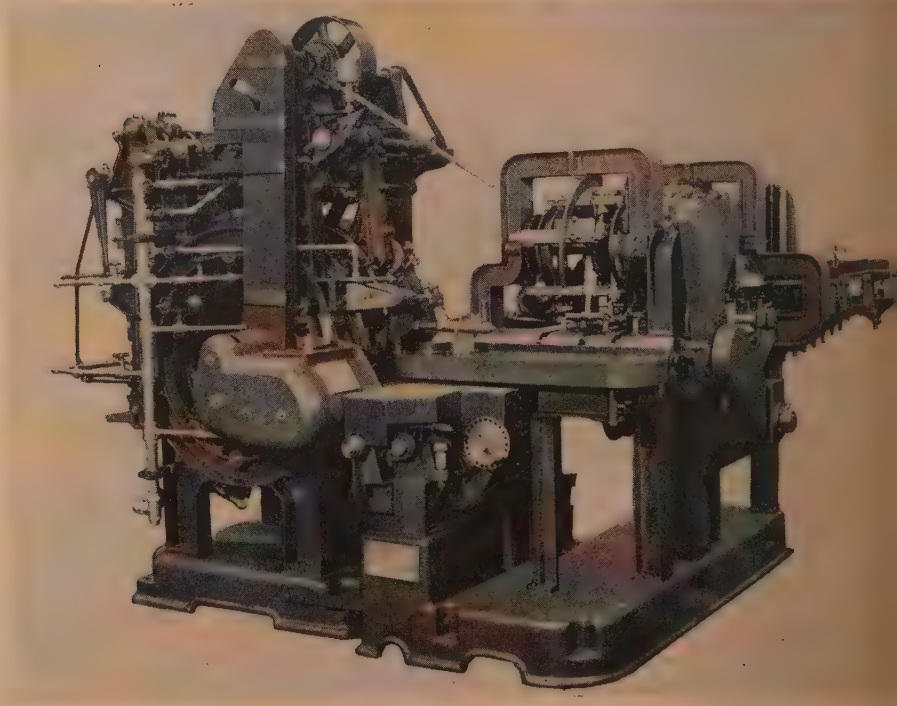
●

It is with sincere pride that we recall our pa
in the tremendous growth of this industry
made possible by the "IRON CHINK"—a
our own pleasant business relationship wi
the salmon canners for the past 50 years.

TODAY!

The MODEL K "*IRON CHINK*"

Above, a reproduction of our full page advertisement in the 1927 Edition of the PACIFIC FISHERMAN YEARBOOK.



SMITH CANNERY MACHINES COMPAN
SEATTLE, U. S. A.

eproductions of ancient sketches—evidently wood-cuts—showing operations in "one of the original can-eries on the Columbia River." The vertical cookers are called water-bath cookers rather than steam retorts.

"The tariff on canned goods is no otection while Japanese fish can be id down in California duty-free. You n buy tuna in Japan, bring it in ty-free, and pack it here at a fish st of $70 per ton."

Some tuna importer made a terrific istake in 1934 in putting an N.R.A. Blue Eagle" on the label he wrapped ound imported Japanese canned na. This gave the domestic oper-ors a dramatic point and they made e most of it.

Hurt by the new duty, the Japanese roposed a voluntary quota on canned na exports to this country; but the merican vessel owners stood firm r protection from frozen imports well as for a duty on canned tuna. ne Japanese tuna guild later in the ar limited exports to the U. S. to 0,000 cases.

With this concession in their pock-s, the American packers said: There will be no move to limit or clude imports of tuna unless ship-ents from Japan reach an excessive gure."

We reported: "The California pack-s agreed not to fight for complete clusion of Japanese canned tuna, rovided they did not ship too much, at too low a price."

una-in-Brine Not New; Was Tried in 1934

Tuna-in-brine did not have its or-ins in 1951 and the restored 45% riff, as many people think.

In August, 1934, Japan shipped 200 ses of tuna packed in brine into the nited States. *Pacific Fisherman* re-rted the parcel was "experimental," d that "the goods were not well re-ived"; the "product is regarded as adulteration"; and "would be ought to the attention of the Fed-al government." We mentioned in ssing that "California tuna packers ed their standard-of-pack provisions ipulating a pack in cottonseed oil." his provision on the Fair Trade ractices Code was later changed, wever.)

Before the end of 1934 we reported: "No more of the brine-packed tuna is coming in at this time. After the tuna tariff was increased to 45% on fish packed in oil a small quantity of tuna packed in brine was brought in, rating a 25% tariff classification. (Editor's Note—This was before a reduction to 12½% by trade agreement.) It is now reported that the Japanese government has refused permission for further shipments to this country to avoid the possibility of its being seized here."

Brine-Freezing at Sea Forecasts Great Changes

Most significant fact of 1934 to the salmon industry was its pack of 7,470,000 cases, the largest ever put up at that time, although it was due to be exceeded two years later.

Salmon canning costs were a matter of concern and were reported "mounting," although *PF* recorded that the Columbia River cannery workers had "agreed to 55c per hour, as compared with the 60c originally demanded."

British floating freezers were reported eyeing the Pacific halibut banks.

In the tuna industry stirred the beginnings of a tremendously important technological advance. We told of the first clippers to use brine cooling—the *Olympic* and *Hermosa,* followed the Medina clipper. These boats had brine chilling facilities in their baits tanks so they could be used for stowing fish after the bait was used, and without the necessity for transferring crushed ice from the hold into these bait receivers.

Here lay the beginning of great changes—in tuna, and in salmon.

Sockeye Treaty Revived; "77" Bans Fish Traps

Changes were afoot in the field of conservation as well, for at the suggestion of Miller Freeman the Washington State Planning Council called a conference to discuss possibilities of a program for unified salmon research—a conference at which all elements of the industry were to be represented for the first time. Thus, quietly, was taken the first step in the successful series which was to lead to the ratification of the Sockeye Treaty which had been lying, signed but dormant, in Washington since 1930.

Another action of profound importance in the salmon fisheries was the passage in November, 1934, of "Initiative 77," which was to forbid "fixed gear," particularly traps, from the waters of the State of Washington.

It was almost a year before "77" was sustained by the Supreme Court, but with the season of 1936 it became fully effective.

Anchorage, metropolis of Alaska today, as it looked in 1917.
(Photo courtesy Fidalgo Island Packing Co.)

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.

South Bellingham, Washington

"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

...ating Reduction Heyday

The year 1935 saw the codes and horities and gobbledygook of the .A. swept away by the courts—h scarcely a ripple in the fish busi-s.

t saw the Alaska regulations set a long-time trend toward trap re-tion, and saw Frank T. Bell throw n Bristol Bay to fishing in mid-son, after announcing it would be ed for the year. The pack for the r on the Bay was 233,000 cases.

n the tuna industry clippers were verted generally to the new brine ling in bait tanks, which would timately mean two ice machines."

Early in the year California sardine rations closed their greatest sea- to date with a catch of 600,000 s and a pack of 2,000,000 cases. ee successful floaters off-shore koned to others.

ave of Seiner Building eeps Length of Coast

Oregon passed a law to permit the uction of pilchards, and touched-the development of this business on north coast.

A wave of seiner building swept the st, with vessels of the larger type, herring and sardines, most numer-.

The year 1935 was a big one in sar-es, with a large increase in plants oth ashore and afloat. Moreover, it rked the peaking of San Francisco y expansion and the initiation of stantial development at Moss nding.

n the Pacific Northwest reduction s on the rise. Oregon had seven hard plants, five of them new, three on Coos Bay alone.

ree Reservations Permit ckeye Treaty Ratification

One of the significant actions of 5, whose influence long will be felt he United States and Canada, and ishery conservation among all na-s, attracted comparatively little ntion at the time. Governor Clar-e D. Martin of Washington moved revive the Sockeye treaty, which been held dormant in the Depart-nt of State since 1930. Writing: ntiment in this state increasingly nands definite action for the ade-te and equitable protection and manent rehabilitation of this re-rce," he asked Miller Freeman, lisher of *Pacific Fisherman*, to un-take a campaign to this end.

The undertaking required a year a half, and a new approach in ch all concerned were consulted urged to advocate their views. the original document negotiated 1930 three reservations were ap-ded: (a) the treaty conferred no er to permit gear (traps) for-den by state law; (b) no regula-s could be applied until research been pursued for two complete

This layout of pictures of Puget Sound purse seiners was published in "Pacific Fisherman" for September, 1911.

cycles; (c) the commission should maintain contact with industry opinion through an advisory board.

With these reservations, the Fraser River Sockeye treaty was ratified in April, 1937, and before the end of that year the commission entrusted its research and direction to Dr. W. F. Thompson, whose solution of the halibut riddle stands as the first great achievement in international fisheries research.

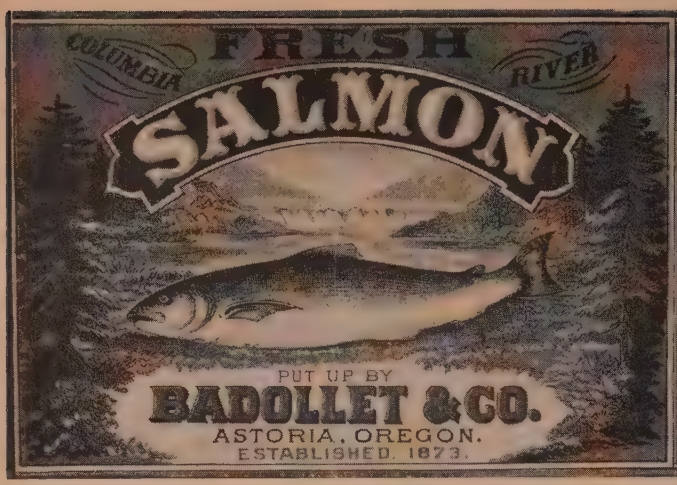
Japanese Covet Salmon Riches of Bristol Bay

"Japanese Salmon Canners Look Toward Bristol Bay"—this headline, appearing in our first issue of 1936, proved to be the first line in a drama which was to run continuously through the remaining years of this Fourth Decade, which was to end with bombs bursting over Dutch Harbor, and with the Aleutian outposts of Attu and Kiska in the hands of an enemy.

Japanese codfish and sealing schooners had trespassed upon Alaskan territorial waters for years, but it was not until 1930 that the first floating crab cannery entered Bristol Bay. It is not *known* that they caught and packed salmon there before 1935.

The story built-up fast through 1936. In August of that year we wrote "Japanese Investigate Bristol Bay Salmon Fishery," and told of the fishing and packing operations they conducted there. Alarm over this Japanese activity in Alaska became acute — and was accelerated when Japanese trawlers appeared in Mexican waters, exploiting a concession there.

In October the Association of Pacific Fisheries declared in a resolution: "The announced plans of the Japanese to exploit the salmon fisheries of Alaska on the high seas are a



This five-c masterpiece the lithogra er's art is lieved to d from the ea 1880s. T house wh used it ente salmon cann only 7 years ter the first c nery was b on the Colu bia River.

serious menace"; and as the year closed fishermen's unions up and down the coast were raising active protest against the Japanese activities against salmon spawned in American streams.

1936 Tariff Commission View of Tuna Duty Dim

This was a tremendous year for fish, with catches of both Alaska salmon and California sardines setting all-time records which stand to this day:

Alaska packed 8,234,053 cases of salmon in 1936;

California caught 791,000 tons of sardines.

With its spoilage problems well on the way to being licked by improved refrigeration, the tuna industry was expanding rapidly, reaching out for more fish from which to build bigger packs.

Early in the year the Tariff Commission held that the "tuna industry is not hurt by frozen imports"; and went on to say that imports of canned tuna were a serious factor competitively. (Was this 1936 attitude prophetic?, it could be asked in 1952.)

In vessel construction new clippers sounded a note of progress with half their capacity refrigerated by brine. Success of this method in a few years would see it adopted universally.

"Power scows" of a primitive type appeared on Bristol Bay—the forerunners of a new work-boat of the fisheries.

Canada Abandons Hatcheries

Hatcheries for salmon were abandoned by Canada in 1936 after years of exhaustive study convinced the Dominion's scientists that they are an unsound substitute for natural propagation, save in the relatively restricted cases where adequate reproduction *cannot* succeed on a natural basis. With this stroke, advanced biological thinking broke away from the long years of supine enslavement to the bureaucratic doctrine that the hatchery is the panacea which sol all salmon problems.

Japanese Blandly Propose American Salmon Operation

International affairs in the No Pacific fisheries came rapidly to sub-climax in 1937.

Not only did the Japanese co the fisheries, but a British enterpr proposed to send the Norweg freezership *Thorland* to the Pac banks for halibut.

The Japanese intensified their tivities in Mexican waters, and uneasiness at their encroachme spread along the entire Pacific Co

It remained, however, for one Takasaki, a Japanese can manuf turer, in the spring of 1937 to rev something of what was going on hind the scenes. Meeting in Seat with representative fisheries men, blandly proposed the formation o jointly-owned corporation to oper Japanese floaters in the Alaska fi eries, canning salmon for the Ame can market. Bitter opposition of A erican labor representatives, and rejection by American operato stifled the proposal, but its impli tions were plain.

Bering Sea "Extension Of the Bay of Tokyo"

American codfish schooners repo ed the presence of Japanese vess in Bering Sea again, and that Japanese were particularly insist in their demands that they be p mitted to board the American cra

A Japanese quasi-official pamph declared Bering Sea "but an extensi of the Bay of Tokyo"; and Japan publications reported that countr officials as "disturbed" by Americ rejection of the Takasaki proposal joint floater operation.

Capt. J. E. Shields wired Seat for a shipment of rifles so his codf schooner could be be defended—a Washington stirred into action. A D partment of State official was sent investigate, and Harold Grotle, age

Schooner "Glen" and a little steam tender lying in the mouth of the Kasilof River, Cook Inlet, with the cannery dimly discerned at the extreme right of the picture.

the Deep Sea Fishermen's Union, ıd him a copy of a letter written Commissioner of Fisheries Frank Bell to Senator Homer T. Bone in ich Bell said "I refuse to get ex-ed." Known as the "Dear Homer" ter, this document was to defeat ll's campaign for Congress in 1942, en the Japanese, using the knowl-ge gained by their fishing vessels, d captured Attu and Kiska.

American packers and fishermen w over and photographed the Jap-ese operations to prove they were ting salmon.

British designs on the North Pacific heries protected by the United ates and Canada were defeated in 37 when the enabling act imple-nting the newly-ratified halibut

Eight windjammers of the Bristol Bay salmon fleet trying to work their way through Unimak Pass in light airs.

treaty was passed by Congress. It set a pattern for dealing with floating exploiters of protected fisheries, and: (a) forbids import into the United States of halibut caught in treaty waters by vessels other than those of the United States and Canada; (b) forbids any such vessel engaging in the halibut fishery from entering American waters; (c) forbids Americans from delivering any supplies to such vessels.

Ere 1937 ended the Maritime Federation, made up of marine unions, authorized the imposition of an embargo against its members handling Japanese imports, if this should be necessary to enforce action in connection with the Japanese encroachment upon Alaska fisheries.

And operators and fishermen alike, dismayed at developments and Federal officials who "refuse to get excited," formed the Joint Committee for Protection of Pacific Coast Fisheries with Miller Freeman as chairman. It was to prove effective.

This was the year when the first *real* catches of Albacore were made in Pacific Northwest waters. Most of the fish taken were shipped to California, but a few were canned experimentally and the industry prepared for active packing in 1938.

"Re-distribution" of Alaska Proposed by Japanese

Reading material published in the Japanese press in 1938, it is easy now to see that war was building even 18 months before it burst in Europe. The Japanese wrote, and *Pacific Fisherman* re-published, such statements as: "Another world catastrophe is inevitable"—and the author went on to call upon the United States to appease Japan "by offering Alaska for re-distribution." (Pearl Harbor was still four years away, but surely the implications were plain.)

The Federated Fishermen's Council boycotted Japanese fish netting, and ordered its members to refuse to work any new Japanese gear.

Tokyo officials at last were touched. They announced (a) suspension of Japan's "research" program in Bering Sea; (b) that no licenses would be issued for salmon fishing in the Bristol Bay area, and that violators would be punished.

Come June, and the Japanese vessels were there again. American opinion seethed.

As One "Old Timer" to Another

we extend our congratulations to the *Pacific Fisherman* on its 50th Anniversary; and our appreciation of a job well done, for and on behalf of the fisheries on the Pacific Coast and Alaska

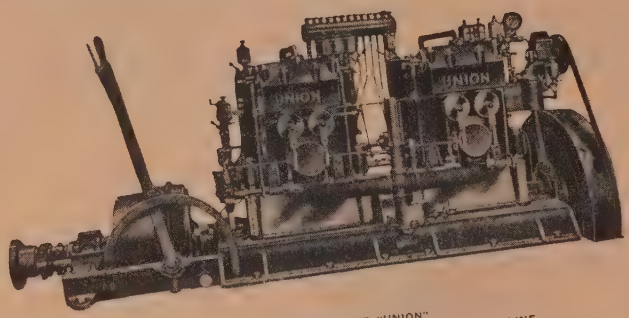
UNION FISHERMEN'S CO-OPERATIVE PACKING CO.

ASTORIA, OREGON

Packers of *Gill Netters Best* Brand Salmon

Tuna and Oysters

Congratulations
PACIFIC FISHERMAN YEARBOOK



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WORLD'S BEST ENGINEERS

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German Government
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Union Gas Engine Company

251 First Street, San Francisco, Cal.

UNION Diesel is the only engine builder with you in your 50th issue who was with you in your First Issue.*

World's first successful internal combustion engine to use liquid fuel was built by **UNION** in 1885.

We invented the first carburetor and patented the make-and-break ignition system. Internal combustion engine marine reverse gear was our invention.

Endurance requirements of United States Aeronautical Testing Laboratory were first met by **UNION** airplane engine.

First exhaust gas supercharged, heavy duty, marine Diesel was a **UNION.**

Army-Navy "E" for production excellence was awarded to us.

UNION Diesels power throughout the world outstanding

Fishing Vessels
Tankers
Ferries
Freighters

**Union's advertisement as it appeared in Pacific Fisherman's First Yearbook.*

The UNION DIESEL ENGINE Company

2121 DIESEL ST., OAKLAND 6, CALIFORNIA, U. S. A.

OSTLY BROKERS, about 1926—Back row, left to right: H. B. Friele, Eigil Buschmann, Will Wright, P. T. attersall, C. F. Buelow, Maurice Rattray, Don Sargent, W. P. Shiel, George Steele, John F. McGovern, ledman H. Gray, J. E. Salmon, Arthur Ellsworth, Lee H. Wakefield, Fred J. Gosse, Unidentified, A. O. Johnson, George C. Teal.

ront row—Walter Kriebel, Charles Allen, Walter Frith, Walter Munro, Unidentified, W. H. Gerrard, Leo White, J. W. McBride, Ed M. Coeurs. (Photo courtesy McGovern & McGovern)

Come July, and the Japanese ves-ls left; but they were back the year llowing.

Inside the Pacific fishing industry, 38 was a fast-moving year. Brine frigeration surged ahead on tuna ppers, with "slush ice" as a new d popular principle. *American auty*, the first "all-freezing" clip-r, was commission, using this stem.

However, all was not good in tuna, d late in the year the fleet was or-red to tie-up as result of over-pro-ction deriving from the new growth the fleet.

A catch of Albacore beyond the ca-city of the new industry in the cific Northwest swamped the ants, and some of the idle clippers re sent north to serve as tenders, rrying the fish to California for nning.

xploration Was in the Air

The high seas reduction plants, de-ated by California legislation forc-g them to operate under license m the state, or else forever remain tside state waters, began to seek rmits allowing them to operate in-e California waters. Four of them nt to Grays Harbor for pilchards. Exploration was in the air. The estern *Explorer* was sent to the lantic coast by Martin Petrich and sons, seeking to test Pacific purse ne gear and methods on Atlantic ecies. Some 13 years later, in 1951, s same great seiner was to prove possibilities of Bluefin tuna sein-g off New England.

C. J. "Kinky" Alexander took the y floating cannery *Tondeleyo* to estward along the Chain in the sum-r of 1938 in the first American at-npt to exploit the King crab fish-y. The venture made no money, but pioneered the way.

Political and bureaucratic influences worked on the Pacific fisheries actively in 1939. The year had scarcely opened when Frank Bell, reading from the wall, resigned as commissioner of fisheries. His "Dear Homer" letter would not down, and Mr. Bell chose to go over the side as Harry Hopkins came aboard as Secretary of Commerce.

That was a temporary move, for by mid-year the Bureau of Fisheries was given to Harold Ickes' Interior Department. The shotgun wedding with the Biological Survey didn't come until a year later.

Ernest Gruening was appointed Governor of Alaska.

Wave of War Breaks

The wave of war that broke over Europe caused little stir in the Pacific fisheries, although by the end of 1939 "If Control Comes" was an editorial topic and subject for industry discussion.

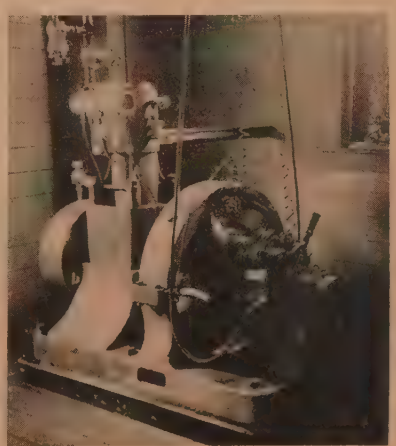
Legal decision of profound importance in the fisheries was uttered in Oregon federal court, which ruled that the Pacific Coast Fishermen's Union, composed of independent fishermen owning their own boats, is not a union and is not entitled to the exemptions granted unions; and specifically cannot require its members to boycott a buyer who purchases fish from non-members."

Later to be sustained by the Supreme Court of the United States, this was the first of a series of such decisions denying a fisherman who sells his own catch the status of an employee.

On the heels of the greatest sardine seasons in history, California researchers advised a 50% cut in annual catch from the recent average running well above 500,000 tons annually. The warning was disregarded.

Albacore fishing provided a new element of the fishing industry in the Pacific Northwest: The price: $90 per ton.

Electric power pioneer in Alaska salmon canning — the steam-driven generator installed at the Alaska Packers Association cannery at Egegik in 1902. (Photo from Alaska Packers Association collection.)



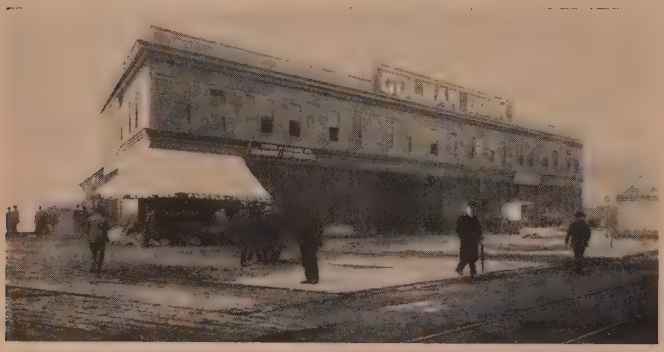
Canada's Fisheries Produce Heavily on War Orders

Canada's fisheries in 1940 settled firmly into the harness of producing for war. In the first six months following war's outbreak in Europe, British Columbia initiated herring canning and packed 400,000 cases. The pack for 1940 as a whole was to exceed 1,000,000 cases.

The impact of war began to make its effect felt on the American industry, chiefly in the shortage of cargo space. Prices rose slightly, although Pinks were still only $1.50 per dozen talls; and sardines $3.50 per case.

It was not until late in the year,

FOR 70 YEARS
WE HAVE BEEN SERVING YOU



SUNDE AND ERLAND CO. — 1897

—FOR THE LAST 55 YEARS FROM THIS SAME LOCATION!

AND TODAY . . . A MODERN STORE WITH THE VERY BEST MARINE EQUIPMENT AVAILABLE ANYWHERE.

SUNDE AND D'EVERS CO. — 1952

SINCE 1882 SUNDE'S HAVE BEEN OUTSTANDING FOR

SERVICE • QUALITY • SATISFACTIO

- SMITH Marine Paints and Varnishes
- HAZARD, ROEBLING Trolling Strand
- WILCOX-CRITTENDEN Marine Hardware
- BIBB Porterdale Seine Twine
- CANADIAN WONDER Trolling Spoons
- TUBBS Cordage and Ropes
- BOSTON & LOCKPORT Blocks
- EDERER'S Netting
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- WICKS, MITTET Halibut Lines
- GODFREY Corrosion Collars
- LAUSON Outboard and Inboard Mot
- CHAMPION Outboard Motors

MARINE SUPPLIES

SUNDE & d'EVERS CO.

COLMAN DOCK — SUN-DE & DE-VARE (PRONOUNCED) — SEATTLE, WASH.

ESTABLISHED 1882

—AND FOR YOUR FURTHER CONVENIENCE WE HAVE RECENTLY ESTABLISHED AN OFFICE AT SALMON BAY TERMINAL, SEATTLE

TELEPHO
ELIOT 0

n the United States had em-
ed upon a program of prepared-
, that Pacific fishing boat builders
allied industries were called upon
neet the first of ever-increasing
uction goals.

ına solved its refrigeration prob-
with the crystallizing of a three-
system: (a) chilling in refrig-
ed seawater; (b) freezing in
y brine (seawater fortified with
; (c) frozen fish held "dry" by
coils lining the tanks.

nsolidation of the Bureau of
eries with the Biological Survey
e Fish and Wildlife Service as an
cy of the Department of the In-
r was consummated in 1940, a
ul step which rendered Fisheries
bservient minority element in In-
r's bureaucratic family. Ira N.
ielson became director, establish-
he dominance of Biological Sur-
alumni which prevails to the
ent.

xico Excludes Japanese m West Coast Concession

1940 ran to its close Mexico
a step which has had pronounced
ficial effect, upon that country's
omy, and upon North American
dship. The concession by which
n was ruthlessly exploiting Mex-
shrimp fisheries was abrogated,
Mexico set about helping her na-
ls develop their own marine re-
ces.

month following abrogation, Gen-
Abelardo Rodriguez, former pres-
of the Republic, announced the
truction of a freezing plant at
rmas—the beginning of the phe-
nal growth of the Mexican in-
ry based upon its peerless Pacific
np.

ican Shrimp Fishery bs Into Prominence

e Mexican expansion went on
e, and in January, 1941, *Pacific*
rman announced that within one
h the Mexican industrialists had
nased nine Puget Sound fishing
ls for use as trawlers.

thin six months after abroga-
of the concession to Japan, the
cans were running their own
ess, building an industry, and
acting with L. K. Small's Marine
ucts Co. for American distribu-

amins had suddenly become big
ess with the war demand for
nin A, and soupfin shark livers
d to $1 per lb. A few months
they were $8.50 per lb., and in
neyday of the business in 1942
trips of shark vessels were to
or $90,000.

Federal government plunged
wholesale indictments of Pacific
producers, including fish men,
time of critical defense prepara-
with the nation only five months
war.

Sardine cans were made by hand in 1907. Here is the can department of the California Fish Co., with Wilbur F. Wood, foreman, and one of the pioneers of tuna packing, with his hands on his hips.
(Photo from Arthur W. L. Hansen collection.)

The Japanese were in Bristol Bay again, five months before Pearl Harbor, tapping out with their echo-sounders the paths to Attu and Kiska, the anchorages of minefields and the lairs for submarines.

The duty on canned crab was raised from 15% to 22½%—but Japan was sending us no more. She had other enterprises on her mind.

One of the truly important events of 1941 so far as the fisheries were concerned was the river-level block of the Fraser at Hell's Gate. In that year, with a great run in the stream, the river level went into block-stage, providing a perfect demonstration for the laymen of the key which the scientists had found — that at certain stages of the Fraser Hell's Gate was completely closed to the Sockeye, and that substantial delay at this point so weakened the salmon that they became incapable of successful spawning.

Ickes and Japanese Attack Fisheries Simultaneously

War, and the disasters of Pearl Harbor and the Philippines, verified and justified the long-time position of Miller Freeman and *Pacific Fisherman,* warning against Japanese encroachment upon American coasts, fisheries, markets and strategic areas.

War brought operating problems—shortages of materials, transport, personnel — and the requisitioning of scores of the finest vessels for military service. The tuna industry was stricken by waves of requisitioning, which cut its productive capacity in half.

Despite the pressure of war and the need for unity of purpose, Harold Ickes wrote into the Alaska Regulations for 1942 a rule based on the "Margold Doctrine," that only Alaskan Natives could hold traps in areas where Natives have aboriginal rights.

In the midst of war this launched a long chain of legal skirmishing which still clouds the rights and titles of all but Natives throughout much of Alaska. Later "Honest Harold" was to retreat from the "Margold Line," postponing its application while war conditions prevailed — a promise he was to break two years later.

The United States ordered the entire 1942 pack of salmon, sardines, herring and mackerel set aside for 60 days for possible military requirements.

Alaska was invaded at Attu and Kiska, and Dutch Harbor was attacked by air. The Westward fishing operations of 1942 were conducted in the war zone under conditions of utmost hazards and difficulty.

Frank Bell's bid for Congress failed when *Pacific Fisherman* published the record of his refusal "to get excited" in an article: "The Japs Have Been in the Aleutians Before, with the Compliance of American Officials."

Opened in Depression, Decade Closes in Defeat

America's fishing industry was dedicated to war as the Fourth Decade ended. Famous clippers were being sunk in the Solomons; two halibut vessels and 11 men disappeared without a trace near Kodiak, to mines or enemy action.

The nation was calling upon the fisheries for food, for vessels, for men with the know-how to cope with tropical chubascoes and Aleutian williwaws—while little men sniped at the industry from behind their desks.

As the Fourth Decade opened in the depths of Depression, so it closed in depths of Defeat and Disillusionment.

fancy TREE-RIPENED
TEXAS' FINEST
"Gift-o-Gold"
A
California
PEARS
from G. H. ANDERSON
SAN JUAN BAUTISTA • CALIFORNIA
Beckley's
GROWN IN CALIFORNIA
NET WEIGHT 10 LBS.
Normandy
Lane
From
CALIFORNIA
A Delicious Assortment of
SUNSWEET
Dried Fruit

What a beautiful way to package gifts...

AND WHAT A SURE-FIRE WAY TO

stimulate sales!

Boxes that folks like to get...and like to send. Boxes that add lustre and value to the products they contain. Boxes that not only protect your product better but sell it faster!

We create corrugated and litho boxes like that.

We engineer them from the ground up...with special construction for particular products... outstanding designs for boxes and wrappers ...and reproduction of striking beauty.

Before you go too far in planning a new gift box, it will pay you to consult a Schmidt representative... because SCHMIDT KNOWS THE GIFT BOX BUSINESS.

It's surprising what a smart gift box can do for sales.

Schmidt *LITHOGRAPH COMPANY*

SAN FRANCISCO • LOS ANGELES • Oakland

Fresno • Sacramento • Honolulu, T. H. • Seattle • Portland • Denver

Harlingen, Texas • San Antonio • Orlando, Fla. • Chicago • New York

THIS INSERT PROCESSED WITH
SCHMIDT "LUSTERCOAT"
S.L.6 HIGH GLOSS LACQUER

SCHMIDT LITHOGRAPH COMPANY

Gentlemen: I am interested in Gift Box ideas. Please have a Schmidt man get in touch with me.

Name_____

Company_____

Street_____

City_____ Zone____ State_____

50 YEARS of GROWTH

In Volume — In Technology — In Influence

FIFTY Years of Growth—in products, in technology, in influence—thus may the half-century we celebrate be fairly summarized.

As the 50 years began only one element of today's fishing industry—salmon—was in any measure mature.

Not one of the other fisheries which are important components today had progressed beyond its barest beginnings as 1902 closed—and some of them had not even been dreamed. Thus the 50 years have seen virtually the entire rise of:

Tuna canning;

California sardine canning;

Shellfish canning;

Mackerel canning;

Pacific packaged fish freezing;

Fish oil and meal production;

These are notable industrial divisions which have risen from virtually nothing to their present stature in the half-century that *Pacific Fisherman* has served as the Industry's reporter.

Dominance of the Pacific industry in America's fisheries is particularly apparent in canned fish production, of which *more than 80% occurs on the Pacific Coast.*

In the years from 1921 through 1950 — the earliest and latest for which detailed values are available in the official federal statistics — the growth of the principal Pacific canned fish products is astonishingly revealed. In 1921 canned salmon, tuna and sardines totalled 4,547,592 cases, valued at $34,288,231. In 1950 this value had risen to $247,072,543, but this was not wholly traceable to shrinkage in value of the dollar, because the case pack in that year had risen to 18,189,865.

Thus from 1921 to 1950 the case *volume of these three primary fishery products rose by 300%,* while the dollar values *rose 620%.*

VOLUME has been only part of the growth. Technology has advanced as strikingly, afloat and ashore—and it has been a *distinctive* technology in many instances, to meet the particular problems of Pacific fishery products — and to raise the value of the raw material largely by manufacture, a feature of the Pacific industry.

Because so large a part of the Pacific fish production is canned or packaged, the value added in the process of preparation is extraordinarily high — and the investment and mechanization of the packing plants unapproached by other fisheries.

Technological development in plants through these 50 years has seen the complete mechanization of salmon canning, with the speed of operation multiplied 400%; it has seen sweeping mechanization in sardine canning, until today the great majority of the California sardines are untouched by hands from the time the whole fish are fed into the cutting machines. Tuna packing has been largely mechanized through development of filling machines; and consumer packaging of frozen fish is accomplished by marvelous machines.

TECHNICAL developments afloat have kept pace with those ashore during the 50 years, which have seen tuna vessels rise from nondescript skiffs to the largest and most complex fishing vessels afloat — the freezing tuna clippers, whose perfected refrigeration systems permit them to freeze their catch and remain at sea indefinitely, with no deterioration of the fish.

Fifty years ago purse seining was done by row boats. The inventiveness of the Pacific fishermen and the use of power have advanced it until today the purse seiner is the most productive type of the world's fishing vessels.

Fifty years ago there were no salmon trollers. Today this class of boats is the most numerous in t Pacific fleet—with numbers estimat at 7,000 craft.

The Pacific fishing boat today a scientific tool, with radiophone communicate, radar and radio dire tion finder to guide, with loran bring her back to productive spot with echo-sounders to test the botto and to spot the fish.

Something snappy in the way of cannery machines—an early How soldering machine, remodelled by Astoria Iron Works to burn kerose instead of coal.

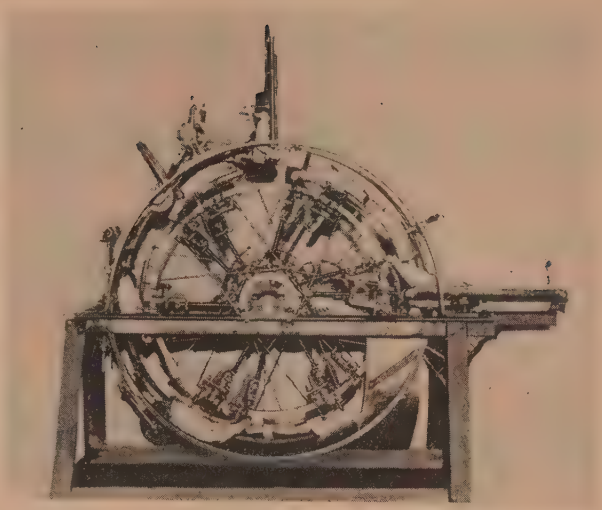
INFLUENCE of the Pacific fisher has spread throughout the wo in these 50 years—largely becau of the success of its fishermen a operators in mechanization and t development of techniques; and al because the world's fisheries ha read of these advances in *Paci Fisherman,* to which the leaders subscribe.

Early in the half-century, w velopment of the Siberian salmon fis eries was undertaken, it was wi machines and materials, men a know-how from the Pacific States a Canada.

South Africa's recent developme of its fish oil and meal business h been based largely on the machin developed in California for this sp cialized function, installed and ope ated by Pacific coasters in plants d signed and engineered by Ca fornians.

Mexico's Pacific shrimp indust has made its astonishing growth wi boats and nets, with engines a compressors, with techniques and i

nents purchased from the United
es.
own the west coast of South
rica today latent fisheries of
mous possibilities are being
ght into production. How? By
s and practices, by men and ma-
es from the already-developed
ries of the Pacific States.
hen Australia sought to develop
una fishery it did so on the basis
chniques of fishing and packing
loped in California. When Aus-
a's Haldane Brothers read in
fic Fisherman a description of a
ern purse seiner they believed it
d be effective in their fisheries
secured the plans from Western
Building Co. The vessel, com-
d and now in operation, is named
ma, after the cradle of purse
rs.
also with the Atlantic Coast of
United States, when in recent
s it took up tuna packing. Meth-
were borrowed from the Pacific
t, and a Pacific purse seiner is
today, providing the only ef-
ve means ever discovered for
n capture of the Atlantic Bluefin



Here is the 1904 model Iron Chink, the first marketed commercially. This particular machine was one of 12 built that year, and it went to the Red Salmon Canning Co. on Bristol Bay. Capacity, 60 fish per minute. Power demand, 2 hp.

FIFTY years of growth—in volume—in technology—in influence—and the growth goes on. Advance accelerates with the years, and by every measure the Pacific fishing industry of today is bigger, richer, and with brighter horizons than ever in the past.

nniversary for Advertisers lso—Customers for 50 Years

50 years of publication an industrial journal necessarily has ad many thousands of men *and* for its customers—both as subers and advertisers.

review of *Pacific Fisherman's* 50 years could be complete if it ot give a thought to those who made its service possible—its mers, the men and businesses have bought its products, which nagazines and advertising space.

acknowledge gratefully the ess and confidence we have had subscribers and advertisers

viously it is not possible for all e hundreds and thousands to a place in this 50th Anniversary —but there are some who have our customers from the very beng, and who continue as such . This issue marks an anniverfor them as well, for it counts half-century of advertising in *c Fisherman,* of intimate conwith the industry they serve gh its reporter and editorial sman.

tudying Volume 1, the first year *cific Fisherman,* we find that 15 present advertisers were repre-.

the first page of the first issue red the advertisement of the -Clarke Co., and through the 50 years we found no single issue without that firm's representation.

H. Bell-Irving & Co. was in the first issue also, then as now agents for Anglo-British Columbia Packing Co., Ltd., and the Fidalgo Island Packing Co., and featuring its already-famous "Faust" brand.

P. F. Nordby, Inc., predecessor of the Nordby Supply Co., was doing business at its present location, Western Ave. at University St., Seattle, and advertising "Oldest Established House in the City."

Diamond Ice & Storage Co. was with us from the first, its Seattle plant advertised as the largest cold storage establishment in the Northwest.

Sunde & Erland Co., from which developed Sunde & d'Evers Co., was located 50 years ago, as now, in the Colman Dock, serving fishing vessels moored alongside, just as it does today.

San Juan Fishing & Packing Co. was an advertiser in our first issue, and 50 years back was a virtual fish products department store, just as it is today, advertising as "producers, packers and shippers of fresh, frozen salt, smoked and canned fish." San Juan's plant then was at the foot of Pine St., Seattle.

Pacific Net & Twine Co., as the Pacific Marine Supply Co. was known in its early years, was featuring Plymouth rope in its 1903 advertising in *Pacific Fisherman,* just as it does now; and not only was the firm advertising 50 years ago, but the same man — Edward Cunningham — was running the show.

Gas engines were in their beginnings when *Pacific Fisherman* appeared, and the Union Gas Engine Co., which later became the Union Diesel Engine Co., was advertising engines from 2 to 300 horsepower.

From its beginnings, *Pacific Fisherman,* as it does today, enjoyed wide circulation in the fishing industry of British Columbia, and the Edward Lipsett fisheries supply house was a Vol. 1, No. 1 advertiser.

Fairbanks, Morse & Co. marine gas engines were featured in the advertising of 50 years ago, although even then such cannery equipment as steam pumps, scale and water pumps were equipment items of importance.

The American Can Co. was an early front cover advertiser, in 1903, its "Sales Offices for Salmon Cans" being: San Francisco, Astoria, Portland and Fairhaven.

The Linen Thread Co. had a full line of nets and twines in a variety of fibers for every fishing use, and an active advertising policy — an old house when *Pacific Fisherman* was born.

Balfour, Guthrie & Co. was selling tinplate, pig lead, pig tin, caustic soda in its 50-years-ago advertisements in this journal. Today it trades in fish products as well.

Max Kuner meant nautical instruments and charts in Seattle and the North Pacific 50 years ago, just as the name does today, due in large part no doubt to the 50 years of advertising in *PF.*

Portland Fish Co. completes the list of those advertisers who have been customers of *Pacific Fisherman* for its full 50 years. Then, as today, the house was an active factor in the wholesale trade of products from the fisheries centering on the Columbia River.

1928—1952

Fishermen's Packing Corporat

CANNERS OF PUGET SOUND SALMON

SOCKEYE
Snow Cap
Snowland

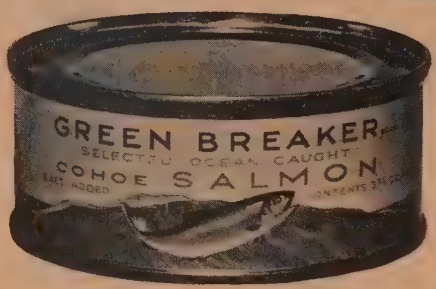
COHOE
Olympic
Green Breaker

PINK
Waterfall
Ocean Spray

CHUM
Golden West
Golden Glow

•

FISHERMEN'S PACKING CORP.



This is OUR *25th* Year

OFFICE AND CANN
ANACORTES, WASHING

BEGINNNING OF UNIVERSITY OF WASHINGTON SCHOOL OF FISHERIES

anced students and some cannery men taking short courses, 1920. In the front row, from left, the first men are not identified, Milton James (FAWS), Shrewsbury, next two unidentified, Frank Hines (FAWS), Looff (FAWS), James Cannon, (Nakat). Second Row, L. T. Hopkinson (President, Atlantic Coast Fisheries Peter Dybwad, unidentified, Clarence Anderson (Alaska Director of Fisheries), Harold Benton, Mel erson, (Seattle Marine & Fishing Supply Co.) Third Row, L. K. Smith (Pacific Fisherman), R. H. Fiedler), Fred Meisnest, Frank Small, unidentified. Back Row. Unidentified, Malcolm Moran, Dr. Martin Nor- Harold Glen, Bert Pugsley, Dr. Trevor Kincaid, Dean John N. Cobb, Arthur Nelson, H. H. Hungerford, A. W. Anderson (FAWS), last two unidentified.

ecade 1943-52

SHAPING the COURSE FOR the YEARS to COME

TURE course for fisheries, in- lligently laid on the basis of ise-use conservation and scien- ct determined by research, was rincipal concern for the Fifth —1943-1952—once victory had von in World War II.

t years of *Pacific Fisherman's* Decade naturally were domin- y the demands of war—and the es delivered those demands in espite the staggering loss of to the military service, and ndicaps laid by the blunderings eaucracy and its callow, sopho- economists.

the war away, and its lessons arp in recollection, leaders of acific fisheries along all the n coast of North America to concern themselves with the the fisheries would follow in g-pull years of the future.

ourse to Come

other decade of the 50 years we have studied in detail as we ought the fundamentals in this ntury of industrial history has been comparable concern for rse of the years to come.

10 years closing with this have ong strides in industrial tech- and in them the fisheries have contributed heavily to victory in war—but the distinguishing characteristic of this final decade of our Fifty Years—its prime contribution—has been its strides in the field of international understandings for development and conservation, and in the realm of scientific research.

These gains of the Fifth Decade in international fisheries relationships and scientific research were not sought for immediate benefit but for sustained yield and scientific conservation in the long future, with the resource perpetuated.

The war was barely over in 1945 when President Truman proclaimed the United States' ocean fishery policy, designed to open the way for unilateral action to protect developed

First diesel-powered fisheries vessel on the Pacific Coast, cannery tender "Warrior" of the Pacific American Fisheries fleet on her trial run in Seattle harbor, April, 1914.

TOM LAZIO FISH CO., INC.

Producers and Wholesalers of

SHELTER COVE Brand

(Fancy California)

Humboldt Jumbo Crabs,

Crab Meat and Fillets

Albacore Tuna

●

SALMON

HALIBUT

SABLE FISH

MILD CURED SALMON

Branch
CRESCENT CITY
Phone: 4R33

Home Office—Plant—Cannery
EUREKA, CALIF.
Phone: Hillside 2-2981—Teletype: Eureka 80

Branch
SAN FRANCISCO
Phone: ORdway 3-586

SINCE 1921 THE LASCCO LABEL HAS STOOD FOR THE FINEST QUALITY IN SMOKED AND SPICED FISH PRODUCTS.

QUOTATIONS INVITED ON ALL TOP QUALITY FISH PRODUCTS.

Los Angeles Smoking & Curing Co.
778 Kohler St. LOS ANGELES VA 0724

KADIAK
FISHERIES COMPAN

1826 EXCHANGE BLDG.

SEATTLE 4, WASHINGTON

ALASKA
CANNED SALMO

ALASKA CANNERIES

SHEARWATER and PORT BAIL

ries, and for international conser-
n treaties between countries par-
ating in ocean fisheries.
e Truman Proclamation launched
umber of divergent reactions.
ng these was an undercover and
knowledged wave of resistance
in the Department of State.
second was the initiation of a
ement between the states of the
ic Coast, seeking to protect the
s and their rights against ex-
on of federal authority under
of the principles enunciated in
Truman doctrine.
astal nations, notably in Latin
rica, reacted quickly by pro-
ing their jurisdiction over coast-
aters to varying distances off-
, all of which greatly exceeded
limits of territorial waters ac-
d by most of the world's large
time nations.

fic Fisheries Conference ves Powerful Instrument

ally, and perhaps fundamentally
important from the standpoint
e fishing industry, the Truman
amation set in motion within
ndustry the thinking which pro-
the Pacific Fisheries Confer-
This organization, uniquely com-
of delegates representing or-
ations of Pacific fishermen, ves-
vners and plant operators at all
and throughout the entire Pa-
Coast, came into being in Janu-
946. Then industry leaders sug-
d that Miller Freeman, as chair-
of the former Joint Committee
otection of the Pacific Fisheries,
meeting of representatives of
unions, vessel owners associa-
and management to provide
ert of action on fishery matters
tual interest."
the years which have elapsed
this organization had proven a
ful instrument for focusing
n and influence of the Pacific
es on questions of general con-
hroughout the fisheries.
emost of its objectives and
ements was establishment in
epartment of State of a desk
isheries on an organizational
which would make it effective
rom which it could espouse the
ple that fishery on the high seas
es a national right, and not merely the production of a commodity.

Tuna industry's code of fair trade practices was drawn in 1939 at a conference participated in by this group. Front row, left to right—Charles Winkler, W. Wade Ambrose, Earl N. Nielsen. Rear row, left to right—M. J. Bogdanovich, Eugene Giacomino, Larry W. Holland, W. L. Robinson, Walter Tonkin, Joseph J. Bogdanovich, John Morris, W. H. Gerrard, J. M. Mardesich, J. M. Mardesich Jr.

State's Fishery Desk Proves Highly Effective

Attainment of this objective through the establishment of a special assistant for fisheries to the Undersecretary of State was followed by prompt achievement in the field of international harmony and understanding in the field of ocean fisheries, as:

1. Negotiation of treaties with Mexico and with Costa Rica for international commission studies of the tropical tuna fisheries.

2. Negotiation of the Tripartite Treaty for conservation of North Pacific fisheries.

3. Establishment of the principle of consultation between the Department of State and responsible elements of the fishery industry in the interest of confidence and intelligent draftsmanship of policies and documents.

These things were accomplished in the Fifth Decade, and it closes with the expectation that their influence for peaceful and more productive fishery will extend for many years in more operations based upon soundly conserved ocean resources.

Salmon Industry Sponsors Scientific Research Projects

As the Fifth Decade produced long strides in the field of international relationships in fisheries, so also it registered advances of the greatest importance in scientific research and thinking.

Easily the most significant research stride was that which produced the Fisheries Research Institute and set it to work as the only non-governmental fisheries research undertaking; and the only scientific project of the sort supported by private enterprise in the public interest.

Feeling that existing research programs were concerned primarily with current control and regulations of the moment, a number of Alaska salmon operators in 1945 arranged for preliminary studies by Dr. W. F. Thompson, whose achievements in the international programs for halibut and Sockeye salmon research had won him world recognition. These were followed in 1946 by expanded activities, and in 1947 the Fisheries Research Institute was established as an element of the Graduate School of the University of Washington.

Originally concerned with the Bristol Bay Red salmon fishery, the Fisheries Research Institute now has projects which include Bristol Bay, South-

re riggers loading canned salmon at Steveston, B.C., about 1906.

Congratulations

TO THE FOUNDER OF

PACIFIC FISHERMAN

AND HIS CREW

FOR 50 YEARS OF MILITANT LEADERSHIP IN THE AFFAIRS OF THE PACIFIC FISHING INDUSTRY

WALTER P. SHIEL & CO.
CANNED SALMON DISTRIBUTORS
5506 WHITE-HENRY-STUART-BUILDING
SEATTLE 1, WASHINGTON

Dehn & Co., Inc.

Colman Bldg.
SEATTLE 4, WASH.
Phone: SEneca 2214

Distributors and Selling Agents

CANNED SALMON

and other Pacific Coast Products

•

DOMESTIC - FOREIGN

•

Cable Address: "DENCO"
Codes: CALPACK — ACME — PRIVATE

P. E. Harris Company, In

1220 Dexter Horton Building
Seattle 4, Washington
MA. 0490

•

Packers and Distributors

CANNED SALMON

BG
BALFOUR GUTHRIE
& CO., LIMITED
Exporters

SEATTLE • SAN FRANCISCO

of Seattle's Fishermen's Terminal at Salmon Bay was pictured for the first time in this sketch published Pacific Fisherman in November, 1912, to show what was contemplated in the development. The finished terminal vastly expanded from which the sketch envisioned, was dedicated this spring.

Alaska, Kodiak Island, Alaska nsula, Prince William Sound and, ooperation with the Fish and life Service, Cook Inlet.

activities are directed at basic on research in an effort to fill- me of the blanks in man's knowl- of the Pacific salmon. The re- h is conducted in accord with strictest scientific and academic lards and safeguards, and its re- are the property of the State of ington and the American public rally.

ique in concept and in sponsor- Fisheries Research Institute re- s today unique in all the world instance of private enterprise orting scientific research in the c interest and in the field of a natural resource.

fornia Sardine Problem cked by Research Teams

Fifth Decade produced other rkable ventures into research, fing such studies in previous ds.

e-to-face with disastrous deple- the California sardine industry tarily sought to be taxed in to provide for a thoroughly rehensive research program ng the facts which will permit ration and maintenance of the ne resource. Supported thus, the ne research enterprise is admin- d by an industry advisory board, oordination activities of the sev- agencies—State, Federal and ed- onal — best equipped to handle alized phases of the work.

erican fisheries research took a turn in the Fifth Decade when acific Oceanic Fisheries Investi- ns of the Fish and Wildlife Serv- as implemented to undertake bi- al research in the waters west outh of Hawaii. Its scope and facilities dwarf those of other ican undertakings in fishery y.

Inter-American Tropical Tuna mission before the end of the e was able to initiate a small part of its program for studying the tuna poulations along the west coast of the Americas, as well as the bait fishes upon which the industrial operation thus far largely has depended.

Development of dams on salmon streams late in the Fifth Decade emphasized the necessity for combined engineering and biological research to fill-in the wide gaps in Man's knowledge of the factors involved as salmon move—or are moved—up and down streams interrupted by dams. Coordinated research of international, state and federal agencies in this field is one of the decade's encouraging strides along paths of knowledge which must open the future for the fisheries.

Applied Refrigeration Tops Technological Advances

Technological feature of the Fifth Decade—and particularly as it affects the future of the industry—lies in the field of applied refrigeration.

Three stand-out applications of low-temperature technology to phases of the fisheries promise to have enduring effect upon the business and its further development:

1. Consumer package freezing.

2. Perfection of brine freezing technique, as worked out on tuna clippers for the protection of their catch on long trips under tropical conditions.

3. Freezing of salmon preliminary to canning.

Packaged Frozen Fish

After-the-war development of consumer frozen packages of fish fillets and steaks; prepared shellfish; ready-breaded products; and even ready-cooked frozen dishes is a stand-out aspect of the Fifth Decade. Beginnings along these lines had been made on the Pacific before, as early as the late 'Twenties in fact; but the post-war progress has dwarfed that of the earlier years.

The gains grow from varied advances: in freezing techniques; in packaging machines; in package materials; in ascorbic acid treatment; in merchandising; and in the market-wide equipping of retail outlets with refrigerated cabinets of adequate size and sufficiently low temperature for satisfactory selling of frozen products.

This was a thoroughly up-to-date cannery tender in 1903. Owned by J. W. & V. Cook Packing Co. and operated on the Columbia River, she was powered with a two-cylinder 32-hp. Union gas engine.

REGISTERED 1882
AND STILL GOING STRONG!

Canada's first salmon label, Todd's Horseshoe Brand Sockeye Salmon was registered exactly 70 years ago and is still today the hallmark of quality across Canada. For choice North Pacific salmon, write, wire or telephone: J. H. Todd & Sons Ltd., Victoria B.C., Canada.

Compliments of

THE CANADIAN FISHIN COMPANY LTD.

packers of . .

GOLD SEAL
RED SEAL
PINK SEAL
SALMON BRANDS

This distinctive 1 lb. picture package with recipes on back is compact and neat for easy storage . . . avail in: SALMON, COD and HALIBUT Steaks. Our WAVE Brand 1 lb. Fillet package is available in:

SILVER SALMON
CHUM SALMON
HALIBUT
TRUE COD
LING COD
ROCKFISH
SOLE

MEMBER OF NATIONAL FISHERIES INSTITUTE

FISHERMEN'S FEDERATION, INC.
995 E. Cordova St. Vancouver 4, Ca

FISHERMEN'S CO-OPERATIVE FEDERATION
EUREKA CO-OPERATIVE FISHERIES, INC.
HALIBUT PRODUC CO-OPERATIVE FRESH FISH DIVI

CHIGNIK FISHERIES COMPANY

1826 Exchange Building

SEATTLE 4, WASHINGTON

Packers of

ALASKA CANNED SALMON

CANNERY: Chignik, Alaska

ezing at Sea Perfected

erfection of brine freezing for
clippers has scotched the spoil-
problem from the industry's wor-
and has made it possible for ves-
so equipped to fish where they
on any sea, and deliver their
h to the cannery in prime con-
on.

ompetitively, perfected applica-
of refrigeration to keeping the
h at sea has some potential draw-
ks. Thus it opens the fishing banks
he eastern Pacific to the fleet of
nation. Similarly, it opens our
kets to the fishermen of the
d. Finally, it may divert domestic
to other markets, as witness the
very in 1952 of Pacific tuna to
England canneries.

ning Frozen Salmon

nning of salmon which had been
en developed as an accepted in-
rial practice rather steadily in
years immediately following
ld War II, but it was in the last
years that the greatest strides
made as a change in the Alaska
ry regulations to permit the use
ower boats on Bristol Bay pro-
d the stimulus and profit possibili-
which launched this new technical
lopment on a scale of conse-
ce, employing a fleet of freezer-
.

nither freezing of salmon pre-
ary to canning is destined to go
n element of the industry is still
ure as our Fifth Decade closes;
he objective observer must con-
that it holds latent possibilities
veeping change in the pattern of
on canning as it has developed
the Humes began on the Sac-
nto in 1864.

hanization of Tuna ning Advances Far

chanization of tuna canning
d forward by long strides in the
Decade, principally as result
he development of the "Pak-
er" and other mechanical fillers.
uccessful was this pioneer filler
by the end of the decade only a
small percentage of tuna was
-packed.
rther change in mechanization of tuna packing resulted in the development of the "bite-size" or "chunks-and-flakes" pack, which almost entirely replaced the former flake and grated styles. Prior to development of the "Pak-Shaper," virtually the only mechanized operation in tuna canning, other than closing and washing the cans, was in cutting the loins into can-height sections.

Development of the several fillers, and of machine for cutting chunks, provided a long stride toward mechanization; and engineering development in process as the decade closes gives promise that the progress will continue.

Mechanization through fillers was not confined to tuna. The K. & S. tall can filler for sardines was developed at Monterey and influenced the packing of sardines profoundly.

Deep Trawling Expands Field of This Fishery

Trawling to greater depths, pioneered during the Fifth Decade, when gear was sent down as deep as 500 fathoms, opened twin avenues which may prove of substantial importance as the future unfolds:

1. Wide extension of the coastal area available to trawls;

2. Introduction of Pacific Ocean Perch, putting the West Coast fishery into the largest market for any variety of packaged fish fillets.

Discovery of an abundant population of Pacific Ocean Perch followed deep trawling development; and acceptance of the term by Federal authorities admitted Pacific producers to the great national market for perch.

Intriguing Prospect Opens In Instruments and Materials

The Fifth Decade of *Pacific Fisherman* closes with the opening of a new chapter in the equipment and materials of fishing. During the 1943-52 decade echo-sounders came into general use as tools of the fishermen, to detect fish, as well as to sound the depth and determine the character and contour of the bottom.

But the use of electronic instruments in fishing is only just beginning. The radar, loran and sonar supplement the sounder as the direction finder and radio supplement the compass; and in the future we may see the employment in commercial fishing of the attraction-repulsion effect of electric current on fish, now demonstrated in the laboratories, while submarine television already is in test status.

Synthetic fibres are finding growing applications in the fishing gear, as are resistant metal alloys.

Two of the earliest tuna canning plants at San Pedro. Pacific Tuna Canning Co. plant was erected in 1911; and the files of this journal show that the White Star Canning Co. plant was active as early as 1912 on the Crescent Wharf, East San Pedro.

en Z", left, and "Bellingham", two typical 1912 purse seiners, relaxing off the west coast of San Juan Island.

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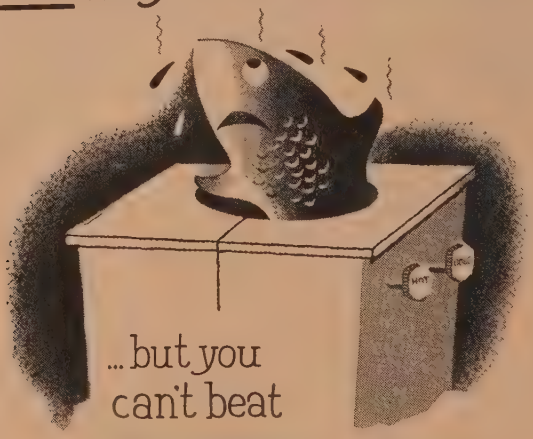

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in of War Demand airs Future of Fisheries

ıus far in our digest of the Fifth .de we have been concerned with remarkable record of develop- :s which may be expected materi- to shape the future of the fish- ; but we have not forgotten that was the decade of war, when heaviest demands were made the fisheries for food and ves-

e decade opened with Harold s—never a friend of the fisheries claring: "There is a vital need every possible pound of fishery uct," and he went out to get it roposing that "conservation reg- ons be relaxed to produce all able fish." Always a great *ssing* conservationist, he added: at the same time to preserve the al stock of the resource."

cific Fisherman never could ach such compromises with con- ıtion, and responded editorially: lready there is heard a call for relaxation of restrictions laid fisheries in time of peace for ɔurpose of conserving and per- ıting the resource . . . The fact ar should not be made an excuse destroying the gains achieved gh years of conservation, until unless the need is positively en . . . Expansion of the fish can be achieved better and more ily through the use of species we formerly despised than through eckless exploitation of what we need in the long future."

fense Must Develop"

e military demand for fishing for auxiliary purposes imposed ific handicap upon the industry. productive potential was halved; y early 1943 military requisition aken 233 miscellaneous vessels the salmon fleet.

ific Fisherman hopes it may be ned if it quotes here from an ial written just nine years ago, ich it said:

hen the war is won the defense ies of the Pacific North must e allowed to revert to the muck he muskeg. Nor must they be ained in merely static condition. se must *develop,* if it is to de- ɔbsolescence."

advice which was ignored after ar seems sound today when we ebuilding these works at fan- costs.

ɔgical Achievement Bureaucratic Blunders

ogical achievements of the r River Sockeye research in g that the destruction of the ce lay in the Hell's Gate blocks irst disclosed publicly in *Pacific rman's* "Summer Study" of which also sketched something

ANYONE KNOW THESE MEN, AND WHAT THE MEETING WAS ABOUT?

The picture was taken at a meeting of fishermen at Nushagak in 1902, when brooms (see background) were lashed to the masts of the gillnet boats. The names below are lettered on the original photograph, which is in the collection of the Alaska Packers Association.

of the rich economic possibilities latent in restoration of the Fraser run.

This was a year of scandal. O.P.A. policies were crippling the honest majority in the fish business, particularly in the frozen division.

And the United States was equipping the Russians with wonderful floating crab canneries, when the United States industry had none, and could not get the material needed for fish boats — let alone floating canneries.

The Peruvian tuna venture commenced to pay-off in 1943, when 60,000 cases were produced. With the advent of 1944 the otter trawl fleet voluntarily requested that halibut trawling be prohibited; and the Federal fisheries service tried to interest the salmon industry in canning a product made from heads. Experience with the Federal Security Agency left the industry cold to the idea.

Ickes broke his promise that the "Alaskan Indian Claims" matter would be deferred during the war; and then he allocated the halibut production on a basis of historic purchase precentages, with a provision for taking care of "new dealers."

"Once in 1,000 Years"

It was in 1944 that the Pacific Northwest Albacore fishery hit its peak with fantastic fishing and a pack more than double the average. Sardine production was extremely heavy in California, but the fleet refused to be allocated between ports, and some fishing time was lost in strike.

Noting the wartime rise of three new fisheries, North Pacific Albacore, trawling and vitamin-liver fishing, this journal in an editorial "Once in a Thousand Years" called aloud for study from the start, saying: "The opportunity—for research, for knowledge, for conservation — is here. It will never again hold as rich possibilities."

The American tuna industry was importuned, in the interest of saving scarce cottonseed oil, to pack tuna in brine, or in part brine and part oil—but rejected the proposal as destructive of the product and unfair to the consumer.

Developments Follow Fast On Heels of Victory

In 1945, the year of Victory, developments came fast.

President Truman proclaimed his ocean fishery policy; the *Pacific Explorer* enterprise was launched; Ole Jangaard's *Signal* set out as the first Pacific trawler to try the fillet-and-freeze-at-sea system; and *Pacific Fisherman's* "Summer Study" of Pacific fish refrigeration proved prophetic in pointing to the remarkable

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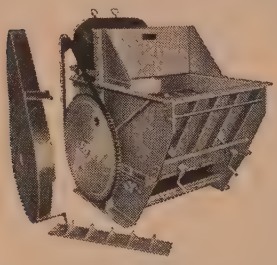

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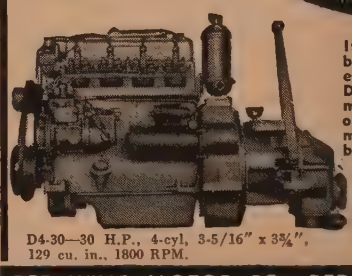

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:h which has followed in this

ce was followed by a wave of
ng—*boats, boats, boats.* Purse
g with a trawl winch, in which
teel line is wound direct onto
-driven drums, was introduced.
entered the fisheries — and
ian bonito and tuna began to
itself felt as a competitive fac-
the American market.
s was the first year for the com-
fishways at Hell's Gate on the
r, and they saved the run. A. L.
r, head of the commission, re-
l that the long block of 1946
have destroyed the cycle with-
ıe fishways.

vth That Gains; velopment" That Destroys

ific Explorer left for the tropical
banks early in 1947, nearly two
after the project was initiated.
ncountered bitter criticism from
una industry on the grounds
his federal venture was operat-
ot as an explorer but as a com-
r in developed fisheries.
sardine season closing early
7 was the first in the disastrous
ıce of failure which carried the
rnia fishery into its depths.
a canning, on the other hand,
acing to a new record, as it was
year after year, with every
producing more as the market-
d merchandisers sold more.
er with the end of war came to
ognized as a mortal threat to
lmon fisheries of "developed"
system. The fisheries' fight is
not on obstruction but on the
that streams important to fish
ıould be obstructed last, and
nly when adequate protection
rded the living resources of the

nd Thinking g to Mid-Pacific

o Will Harvest the Pacific?"—
Fisherman's "Summer Study"
47—proved a powerful stimu-
or thinking about the Pacific
frontier; and in the fall of
ear the first plenary session of
acific Fisheries Conference ut-
ts "A Policy for Fisheries; A
for Peace," which was to have
to do with developing a place
ıeries on federal policy levels.
ıs keynote speech at the open-
the conference, Miller Freeman
d a comment prophetic of a
on which was to become keenly
four years later: "Today the
se have vitamin oils and
crab for export. *Tomorrow*
ill have canned tuna."

ological Changes Bring Salmon Freezership

nological changes were com-
t in the fisheries of 1948.

Monterey Canning Co. cutting department in the days when Monterey sardines were dressed by hand and carried about in wooden kits.
(Photo courtesy Magnus Flause.)

Pacific American Fisheries embarked on the canning of skinned salmon with the backbone out; and the tanning of salmon leather. This year marked the rise of seiners built specifically for tuna fishing; and the canning of fresh-shucked oysters was introduced, largely replacing the steam-opened practice.

Among the many vessels added to the fleet in '48, two stand out as particularly significant: *Reefer King,* first craft designed as a Bristol Bay salmon freezership; and *Scarlet Queen,* then the largest tuna clipper and still as large as any, now doubling as a clipper and salmon freezership.

Ocean Fishing Policy Packed into Six Words

California's Albacore fishery yielded astonishingly, forecasting even better years to come; and a tuna research treaty with Mexico was proposed as one of the first acts after Dr. W. M. Chapman entered the newly-established office of special assistant for fisheries to the Undersecretary of State. There he early stated the United States' fishery policy, which was paraphrased by *Pacific Fisherman* in a notable six-word headline:

"No Sovereignty; Free Enterprise; Sustained Yield."

The Japanese were back again early in 1949 with their old proposition for joint exploitation of the Bristol Bay fisheries, using Japanese labor and American funds. Their proposal pointed to the extremely low costs which could thus be achieved, and went so far as to say that such a development was "inevitable."

The National Fisheries Institute, which had come into being immediately following the end of the war, elected Harold Synnestvedt, head of the New England Fish Co. as its national president; and the Alaska legislature created the Alaska territorial fisheries board.

Bristol Bay Power Boats Trigger Profound Changes

Alaska fishery regulations for 1950 touched-off a revolution, technological and administrative, when they proposed to open Bristol Bay for power boat fishing in 1951 with no authority for regulating the intensity of the fishing effort which would result.

From this action was to rise the salmon freezership as an actual factor in the salmon industry; and a wave of small-boat building such as the Pacific had never known before.

Mid-1950 announcement of abrogation of the reciprocal trade agreement with Mexico touched-off a dramatic and important series of events by restoring to 45% ad valorem the duty on tuna canned in oil, which had been reduced to 22½% by this agreement. Not effective until the opening of 1951, the prospective increase in duty before the end of the year produced such a volume of imports—seeking to enter in advance of the rise—that the American market was violently disturbed for a full year.

Mexican Shrimp, American Tuna Reach New Peaks

Astonishing growth of Mexico's Pacific shrimp industry, which had risen in a decade from nothing to $13,500,-

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nnual value, was spotlighted in t, 1950, by this journal's "Sum- Study," which served to reveal the surprising growth and ss of this industry.

record imports, plus the largest tic tuna pack in history, in arried America's available tuna to an all-time high well above lion cases.

ing Weight of Imports nds American Fishing

r - American Tropical Tuna ission became effective with the g of 1951.

e-packed tuna began to be in- ed from Japan in the spring of at a "loop-hole duty" of 12½% means of avoiding the 45% n tuna in oil. This favoring of n brine resulted from the spe- anguage of the law setting a uty on tuna packed in *oil*. It eld by the Federal authorities ana *not* in oil came under the l category of "Fish packed in and thus took the 12½% duty. complicated the crisis result- om the heavy imports of late nd threw the tuna industry into essed condition which forced sion of clipper sailings during ter part of 1951.

ful Plea for Tuna tion Is Rejected

core fishermen found no mar- their product in the late fall , due to the cumulative effect vy tuna-in-oil imports late in stonishing imports of tuna-in- substantial imports of frozen or canning in this country; gh productivity of the Ameri- a clippers and seiners during t two-thirds of the year.

e fall of 1951 a bill for a tem- duty of 3c per lb. was intro- in Congress and passed the but failed to reach a vote in nate. At extended hearings 1952 the tuna industry pre- a powerful case in favor of ll, and also seeking action would put all canned tuna on parity at the 45% ad valorem evailing on tuna-in-oil.

Senate finance committee ap- the tariff on frozen tuna, but of passage in the Senate just the middle of 1952.

rial Exploration nges Sixth Decade

research and exploration at of Decade Five turned-up out the tuna in a belt paral- le Equator on the north from ific nearing to the coast of America where long-line fish- ed populations of importance of volume and potential.

Americans be able to utilize ource Americans had found?

Chinese workmen making cans by hand in a early salmon cannery.

Would this north Equatorial belt provide an enormous, as yet untapped, supply of tuna? Would other nations, with lower costs, be able to win its riches?

These were questions whose answers only the Sixth Decade could provide.

Canadian Salmon Peaks; Alaska Pack Hits Bottom

Spectacular developments marked the closing months of the Fifth Decade for salmon. In mid-1951 the long-standing canned salmon tariff of 25% was reduced to 15%, without any great immediate effect upon imports.

The salmon pack of that year in Alaska was the smallest since 1911, in a year when British Columbia was putting up one of the best packs in the history of the industry in that province. The contrast cast a revealing light upon the adequacy of the conservation and administrative programs of British Columbia and Alaska. This sharply divergent experience served to emphasize the revealed results achieved by the Fisheries Research Institute, which early in 1952 enunciated its "New Concept for Conservation," based on determinations which showed that the yield from salmon escapements depends not so much on volume as on timing of the escapement; not so much on numbers of spawners as on their quality in terms of productivity.

Early 1952 found gillnet boat-building again attain astonishing volume as operators sought to meet the demands for power boats to fish the rich Red salmon resources of Bristol Bay.

The National Fisheries Institute for a second time turned to the Pacific Coast for its national president, selecting Charles D. Alhadeff, head of the Whiz Fish Products Co., Seattle.

Tripartite Fisheries Treaty Voices Conservation Principle

In the closing weeks of 1951 delegations representative of the United States, Canada and Japan met in Tokyo and eventually produced the draft of an International Convention for High Seas Fisheries of the North Pacific Ocean. This treaty:

1. Affirms rights of signatories to exploit the fishery resources of the high seas;

2. Agrees that a nation should "abstain" from a fishery which is (a) already utilized as fully as practicable and sustained yield basis; (b) under scientific study as to its productivity in relation to conservation; (c) protected to maintain or increase its productivity;

3. Establishes an international commission to study the fisheries resources of the North Pacific and to make recommendations relative to them and their conservation.

The treaty would remain in effect for 10 years; and under it Japan agreed to abstain from salmon, halibut and herring fisheries off the American coast.

This was a momentous move; one which would affect the fisheries of future decades beyond the Fifth. As it awaited ratification, Japan announced that her floaters expected to engage in the King crab fisheries of Bering Sea, although not in 1952; that a whaling expedition would operate there immediately; and that salmon fishing activities in connection with floating canneries would be conducted west of the 175th meridian established by the treaty as a boundary for such activities.

With these strange changes on the face of the North Pacific and of Bering Sea, *Pacific Fisherman's* Fifth Decade ends, and its first Half Century closes.

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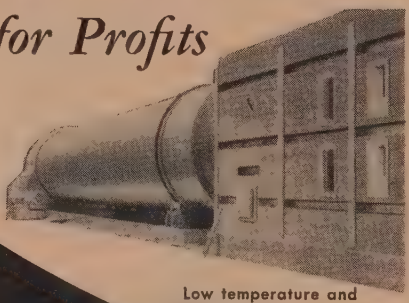

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g-out time on Bris-ay this summer as ishermen and op-rs struggled to get ed with the season ing. Note the old-sail boat in the round, with a gen-assortment of new r boats. Note that power boat lying to the dock carries dio aerial—one of eatures that paid-n fish this season. o by Arthur Nel-son).

arly 1952 Salmon Production alls Short of Expectations

ppointing results were regis-during the early weeks of the salmon season—save only for River, of course.

tol Bay, where a big run was ed, was slow during the first f its four-weeks season.

operating situation on the Bay ason was dramatic in every re-For full two weeks before the pening for Red salmon June 25 ather was some of the best ever n the bay. These were frantic due to lateness of ship crew s as result of delay in reach-reement with the unions, plus aritime strike.

season opening saw some of ats still aboard-ship, almost f the plants ready to run, and on reigning.

r one bright day, with few fish, storm blew up. The follow-eek saw conditions stabilized hat, but the 10th of July had with no heavy run.

l Bay Operations and Ashore

zerships to the number of about hough some observers on the reported more—largely were rated in a section off Middle bout midway between Naknek egik.

e floating canneries — *Alaska Neva* and *La Merced* were active in the Bristol Bay area.

Shore canneries working were:

Nushagak side — Alaska Packers Association, Clarke's Point; Libby, McNeill & Libby, Ekuk; Pacific American Fisheries, Dillingham.

Naknek - Kviachak side — Alaska Packers Association, Kviachak, and South Naknek; Bristol Bay Packing Co., Columbia River Packers Association; Pacific American Fisheries and Lovelock Packing Co., Naknek; Libby, Koggiung; Nakat Packing Corporation, Nakeen; Wards Cove Packing Co., Red Salmon.

Egegik—Alaska Packers Association and Egegik Packing Co.

Ugashik—Wingard Packing Co.

Chignik and Kodiak areas, notoriously variable in their runs, lost a lot of early season fishing when the Fish and Wildlife Service closed fishing to build-up escapements when early runs were light and gear concentrations heavy.

Cook Inlet Closure Program is Juggled

Dependable Cook Inlet was slow in starting, although at presstime had gotten into its stride, with more gear coming.

The drastic closure program for Cook Inlet, which would have allowed only two days fishing, was first abandoned by the Service, and then reinstated.

Reason given for abandonment was that the quantity of gear was below expectations—which presumably was the real purpose of the two-day program. When the gear did not show up, the fishing period was lengthened again—which brought the gear back; and *that* re-instituted the five-day closure.

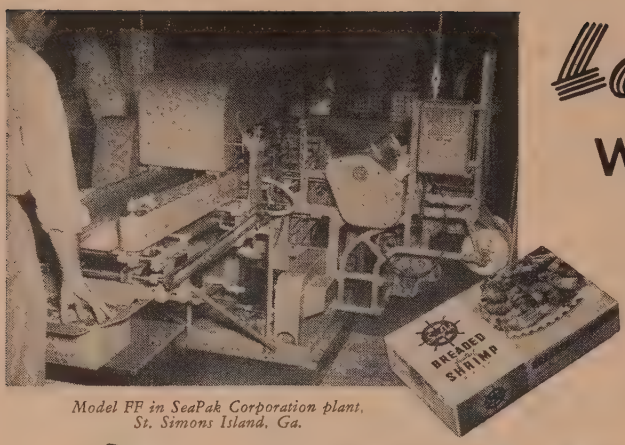
The Reds showed-up pretty much on schedule.

S. E. Fish Prices Argued

Southeast Alaska fish prices still were in debate at presstime for this issue—at least so far as the major area was concerned. The Wrangell local group was reported to have closed at the 1951 level; and the Haines union settled in June at figures which were subject to modification upward if better prices were secured by other unions in the northern area.

Copper River Pack Best

Copper River's best-ever pack this season finally checked-out at 101,000 cases, 92,000 of which were Sockeyes and 9,000 Kings. The Sockeye pack was beat a couple of thousand cases in 1934, but when the Kings are added-in it appears that the 1952 Copper River pack was the best in history, or since figures for this district have been segregated from the regional total.



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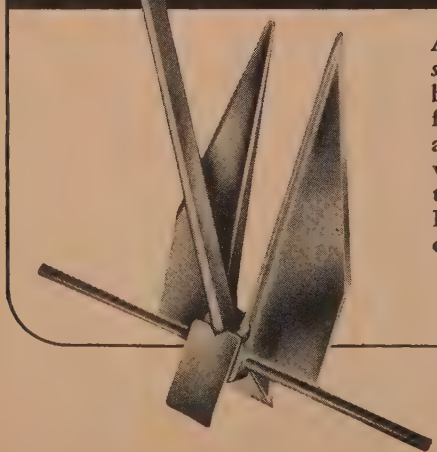

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U. S. and Japan Ratify Fish Treaty

ification of the tripartite treaty
orth Pacific fisheries conserva-
was voted unanimously by the
d States Senate July 4.

s was followed July 5 by Jap-
ratification in the diet.

presstime Canadian ratification
not been voted, but informed
n in Ottawa, Vancouver and
ington agreed that Canada
approve the pact, despite the
attacks being made upon it by
ultra-left-wing element in its
ies unions.

ification by Canada will bring
full effect the treaty which is
ded as of the utmost im-
nce, not only in the perpetuation
fishery resources of the North
as a world food resource, but
s a contribution to concord and
ful development of the North
nations.

Under it, the three nations concerned will appoint members of a commission which will study the high seas fisheries of the North Pacific, making recommendations to their governments as to measures deemed proper for safeguarding and perpetuating these ocean resources.

The treaty recognizes the thesis that nations which have not participated in control and protection of fisheries which are being so protected by others, and are subject to research studies, and at the same time are being exploited fully, should abstain from participating in them. Japan, on her part, agreed to abstain from the salmon, herring and halibut fisheries in waters contiguous to North America.

Fundamental purpose of the treaty, as declared in the convention, is to assure that the high seas fisheries of the ocean area concerned be maintained on a maximum sustained yield basis as one of the world's great sources of protein food.

American ratification of the treaty brings to a successful conclusion the primary enterprise undertaken by the Pacific Fisheries Conference upon its formation more than six years ago. At that time, in January, 1946, an initial meeting of Pacific fishery producers at all levels was called by Miller Freeman, publisher of *Pacific Fisherman,* after consultation with leaders of the industry in the Pacific Northwest and California.

From this initial meeting grew the Pacific Fisheries Conference, which proved the industrial mainspring of the movement for intelligent handling of the North Pacific fishery problem in a way which would at once protect the resource and contribute to peaceful harvest of the sea on a sustained yield basis.

, Salmon Export pects Virtually Nil

ish Columbia's salmon indus-
has abandoned all hope of
to the United Kingdom this
A group representing the Fish-
Association of British Columbia,
ing J. M. Buchanan, president
C. Packers; S. M. Rosenberg,
ent of Canadian Fishing Co. and
d Nelson, president of Nelson
Fisheries, went to Ottawa late
e to discuss the situation with
entative of the British Ministry
d.

delegation discovered that the
on was even worse than had
riginally imagined.

. MacMillan, chairman of B. C.
s, recently returned to Vancou-
m overseas, commented: "The
Kingdom has taken at least
cases of salmon from British
ia for many years. I don't
hat I can think of a year when
itish market took less. This
's not buying any.

tralia and South Africa have
25 percent of the B. C. pack
ear. This year they aren't buy-
her. Belgium and France are
their purchases in half."

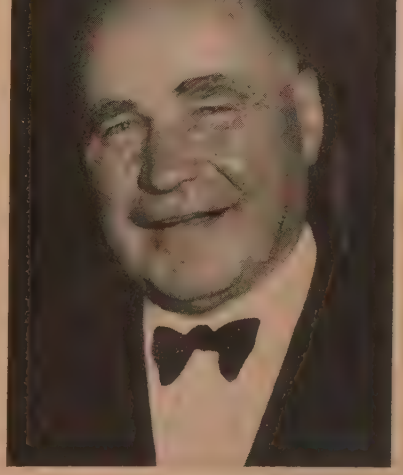
Guy P. Halferty Dies

a Dunn Halferty, wife of the
nt and founder of G. P. Hal-
Company, died in June follow-
illness of several months.

Halferty was a former profes-
allet dancer and teacher. She
under Ruth St. Denis and was
ed from the Denishawn School
e in California.

H. R. MacMillan Named To Sockeye Commission

H. R. MacMillan, C.B.E., chairman of the board, British Columbia Packers, Ltd., Vancouver, B.C., has been appointed one of Canada's three commissioners on the six-man International Pacific Salmon Fisheries Commission, according to announcement by Canadan minister of fisheries, Hon. R. W. Mayhew.



H. R. MacMILLAN, C.B.E.
Chairman of British Columbia Packers, Ltd., and one of the leading industrialists of Canada, becomes a member of the Pacific International Salmon Fisheries Commission, controlling the Fraser River Sockeye fishery.

Other Canadian commissioners are Senator Thomas Reid and A. J. Whitmore, chief supervisor of fisheries for Western Canada.

Mr. MacMillan's appointment was to fill the vacancy created by the recent death of Olof Hanson.

Mr. MacMillan has been an active figure in the commercial fisheries of British Columbia since he undertook the reorganization of B. C. Packers in 1928. He was one of the principal speakers at the May convention of the Fisheries Council of Canada in Vancouver.

21 Puget Canneries Billed for Operation

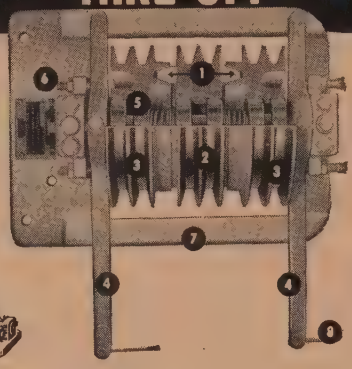
At presstime it was anticipated that 21 Puget Sound salmon canneries would be in operation this season, although no large pack is anticipated on this Sockeye cycle and the even-numbered off-year for Pinks.

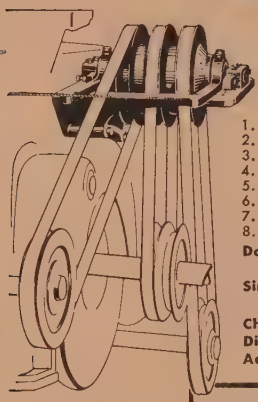
The 21 canneries include 5 at Anacortes, 5 at Seattle, 4 at Bellingham, and others at Friday Harbor, Point Robert, Blaine, LaConner and Everett.

Several packers have made arrangements to combine buying and canning operations. Alaska Packers Association of Blaine, Pacific American Fisheries and P. J. Burk of Bellingham, will ship their fish into Bellingham for canning at the Columbia River Packers Association plant. Sebastian-Stuart, Anacortes Canning and American Packing Co. will pack jointly at Anacortes.

Albina UTILITY POWER TAKE-OFF

Puts POWER where you need it!





1. Cone clutches.
2. Pulley driven from engine crankshaft.
3. Clutch pulley (independently controlled).
4. Engaging levers.
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(left) of cold GR-S Rubber has 30" *Jacket*. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT
(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

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nate Kills Bill for Tuna Duty; ıriff Commission Study Ordered

U. S. Senate June 24 by a vote 2 killed the bill to place 3c per ty on imports of fresh and tuna. Known as the Camp Bill, passed the House last October; ad spent months with the Sen- ıance Committee, which finally t favorably to the Senate floor. against the bill were 34 Dem- and 9 Republicans; for it were publicans; 5 Democrats. Not were 12 Democrats; 8 Repub- Chairman George of the Fi- Committee stated on the Senate ıring debate he was opposed to l.

ediately after the Senate's un- ble action, Sen. Knowland if.), the bill's strongest sup- introduced a resolution direct- U. S. Tariff Commission and terior Department to conduct vestigation on the impact of ıports and to report findings to ss by January 1. (Almost the vording of HR. 5693 was used, that section referring to the lb. duty.)

Department Blamed

eat of this bill leaves the basic ons in respect to imports still ected," declared Harold F. general manager, American at Association, and leader of ustry's fight for protection. future now depends largely good judgment of the Japanese ment, rather than our own," he ed. "Our own State Depart- as not demonstrated its ability lle foreign trade in a realistic , which means giving consid- to the problems of the domes- lucer as well as to those of the producer."

Study Ordered

une 30 the Tariff Commission a public notice that it had a general investigation, in ac- e with the resolution of Sen- nowland's and adopted by the Finance committee. (The Tar- mission held hearings Febru- at Washington on *canned* tuna duties under Section 7 of the Agreements Act—the "peril A public hearing was sched- the resolution possibly on the coast.

while on June 26, Sen. Morse who refrained from voting on 93—entered a motion to re- the vote, but did not ask any date for action. Thus the vari- asures taken, in the opinion of ecently in Washington, D. C. would tend for reconsideration of the Camp bill, should the tuna import situation worsen, and should this Congress be called for special session by the President.

Japan, which would like nothing better than to have the duty on canned tuna in-oil reduced to 22½%; was urging caution to its own tuna industry.

Japan Sets $270 Price

In early July that government officially set the price of raw tuna (Albacore) for export at $270, f.o.b. Japan, provided the domestic price did not exceed $350 per ton (which was the price at which the season opened.) A spread of $30 increase was permitted, should the U. S. price go beyond $350 per ton, but the Japanese price will not go above $300 per ton.

Individual voting on the tuna tariff bill in the Senate shows the division was almost exclusively along party lines, Administration forces voting "no"; except that East Coast Republicans generally voted against the tariff because of the fact that their growing tuna canning industry is largely dependent upon imports.

Vote by senators was:

For passage:

Republicans: Aiken, Vt.; Bennett, Utah; Bricker, Ohio; Butler, Neb.; Cain, Wash.; Capehart, Ind.; Case, So. Dak.; Ecton, Mont.; Ferguson, Mich.; Flanders, Vt.; Hendricksen, N. J.; Hickenlopper, Iowa; Jenner, Ind.; Knowland, Calif; Malone, Nev.; Millikan, Colo.; Mundt, So. Dak.; Nixon, Calif.; Saltonstall, Mass.; Schoeppel, Kansas; Thye, Minn.; Tobey, N. Hamp.; Watkins, Utah; Welker, Idaho; Wiley, Wisc.; Dirksen, Ill.; Dworshak, Idaho.

Democrats: Kerr, Okla.; Long, La.; Magnuson, Wash.; McCarren, Nev.; Pastore, R. I.

Against passage: Republicans: Brewster, Me.; Bridges, N. H.; Cordon, Ore.; Ives, N. Y.; Kem, Mo.; Seaton, Neb.; Smith, Me.; Smith, Del.; Williams, Del.

Democrats: Anderson, New Mex.; Benton, Conn.; Butler, Md.; Connolly, Texas; Clements, Ky.; Douglas, Ill.; Eastland, Miss.; Ellender, La.; Frear, Del.; Fullbright, Ark.; Gillette, Iowa; Green, R. I.; Hill, Ala.; Hennings, Mo.; Hoey, N. C.; Holland, Fla.; Humphrey, Minn.; Johnson, Colo.; Johnson, Texas; Johnston, S. C.; Kilgore, W. Va.; Lehman, N. Y.; Maybank, S. C.; McClellan, Ark.; McFarland, Ariz.; Monroney, Okla.; Moody, Mich.; Neely, W. Va.; Robertson, Va.; Smathers, Fla.; Smith, N. C.; Sparkman, Ala.; Stennis, Miss.; Underwood, Ky.

Senators not voting: Republicans: Carlson, Kan.; Duff, Pa.; Lodge, Mass.; Marvin, Pa.; McCarthy, Wis.; Morse, Ore.; Taft, Ohio; Young, N. D.

Democrats: Byrd, Va.; Chavez, N. M.; George, Georgia; Haydan, Ariz.; Hunt, Wyo.; Kefauver, Tenn.; McKellar, Tenn.; McMahon, Conn.; Murray, Mont.; O'Conor, Md.; O'Mahony, Wyo.; Russell, Ga.

1952 First-Half Tuna Catch 10% Under 1951

California tuna packers reached the halfway mark of 1952 and could pause to determine the industry's position as compared with the first six months of 1951.

Although the 1952 figures were not official and subject to slight change later, the following is substantially correct:

	Tons	
	1951	1952
Yellowfin	40,397	54,726
Skipjack	36,067	10,854
Bluefin	116	72
Albacore	2,566	5,384
Bonito	12	15
Yellowtail	913	694
	80,071	71,745

Note the relative positions in the two periods between Yellowfin and Skipjack. In 1951 Skipjack was only 4,330 tons behind Yellowfin; this year the spread is 43,972 tons. Bluefin continues to drop in tonnage; Albacore for both periods is practically all imports. Industry-wise the catch for the initial six months is 8,326 tons behind in 1952.

Looking at the pack figures, January 1 to June 30 produced 2,911,694 cases in 1952; 3,329,928 cases same period, 1951, showing this year a deficit of 412,234 cases.

June was a fairly good month, but considerably behind June of last year, again attesting to the poor quality of

the tuna fishery from Mexico to Peru for American bottoms. Total catch for this June was 17,347 tons; last year, 22,702 tons.

Again, as has been noted throughout the six months' fishing, Skipjack fell 'way behind Yellowfin: Skipjack, 3,200 tons as against 12,853 tons. No domestic Albacore was registered in Southern California for June, so the 807 tons recorded were imports from Japan. There was some slight activity with Bluefin, 72 tons going to the canneries; about the same to fresh fish markets.

Purse seiners in June had the best netting month of this year, accounting for approximately 3,100 tons. Imports of raw tuna for June were: Japan: Albacore, 807 tons; Skipjack, 31 tons. Peru: Yellowfin, 191 tons; Skipjack, 49 tons. The total for Southern California thus was 1,078 tons.

Imports for the first six months showed a substantial increase over the previous year, 8,600 tons, against slightly over 6,000 tons in 1951. Thus, imports represented more than one-sixth, of all tuna processed in Southern California.

Sardine Market Firm; No Goods in Sight

Stocks of California sardines were practically unobtainable as July waned. Ovals with tomato sauce were reported to be selling for around $9.25 per case, but there was not much action on account of scant supplies.

One California canner was said to be holding some, but most canned sardines were out of the hands of the producers, and what trading was going on was being done by secondary buyers.

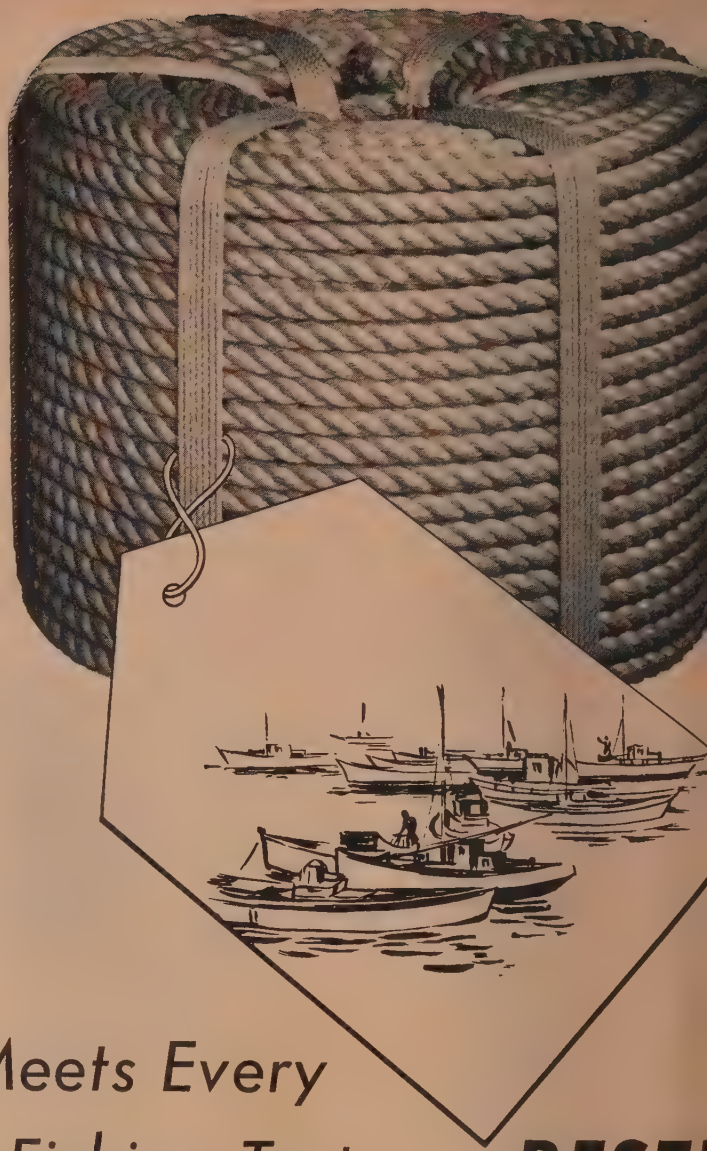
Although the season was to open Aug. 1 in Monterey, no trading in new pack sardines was reported, and no negotiations between fishermen and plant operators were reported. Rumor had it that fishermen were going to ask $70 per ton this season, but most northern California boat owners were in Alaska for salmon, thus precluding price talks until their return.

Prospects for northern California sardine fishing were reported poor. Fishermen looking for bait had a hard time finding any sardines, and fishermen looking for anchovies reported that they couldn't find any schools of sardines, either.

Svend Asp, Tenakee Cannery Owner, Dies

Svend Asp, owner of the Salt Sea Fisheries cannery in Tenakee, Alaska, since 1935, died recently after an illness of two years. He made his home in Seattle.

Mr. Asp was born in Denmark and came to the United States in 1909. Before founding his own cannery, he had been a superintendent in others. Surviving are his wife, Maud, and two sons, John Asp, Juneau, and Svend Asp, Jr., Valdez, Alaska.



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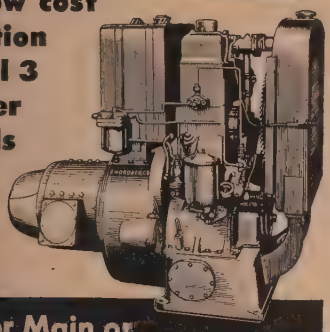

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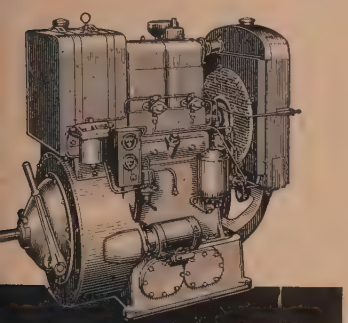

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rdberg Diesel Power Units offer from 10 to 45
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ect drive with clutch or stub shaft power
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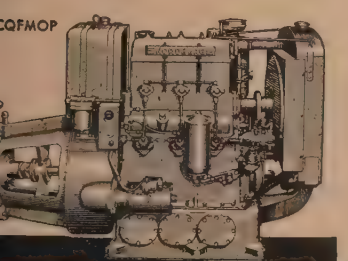

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LINE OF HEAVY-DUTY DIESELS

"Peril Point" Tuna Tariff Action Urged in Crisis

California Fish Canners Association, through President Montgomery Phister, filed a letter with the U. S. Tariff Commission June 30, asking an early decision on relief under the "peril point" clause of the Trade Agreements Act.

The letter pointed out the pressures now building up in both the domestic and Japanese tuna industry, due to the current and seasonal Albacore fishery. According to Mr. Phister, the opening of the Japanese summer Albacore season saw a first week's production of 4,000 tons. (Reports were that to the end of June, some 25,000 tons were landed.)

The overabundance of fish has produced pressures on the Japanese economy and this inevitably will cause further injury to our domestic market for tuna, whether the supply is produced here or in Japan.

The pressures already had forced the Japanese government into action. Because of shortage of cold storage space, money, high daily landings and cut prices ex-vessel in Japan, that government in June placed a floor of $80 per ton under the price paid to United States Albacore fishermen ($350 at start of season).

Result of this was to force more and more raw tuna into the hands of Japanese canners who, from lack of storage space, shortage of money and excessive inventories, will pack the fish in the undesirable form of brine pack for quick sale at low prices in this country, the letter went on.

Under such pressures, the floor price established by the Japanese government must, of necessity, be abandoned and the U. S. market become demoralized.

Also, and this is extremely important, the quota conditions on exports recently established by the Japanese government (1,000,000 cases canned; 12,000 tons raw, April 1 to March 31, 1953) could not be maintained.

The letter asks immediate action by the U. S. government to raise the duty from 12½% to a protective level on in-brine canned tuna, and also to provide the tariff protection asked for when the industry petitioned the U. S. Tariff Commission, and the President, back in February. Otherwise the Japanese industry may pack all its vast tonnage of Summer-caught tuna in brine.

Canadian Carryover Of Salmon Substantial

British Columbia salmon canners went into the 1952 producing season with carryover stocks of 698,000 full cases, of which 580,000 cases were reported to be Cohoes, Pinks and Chums.

This substantial volume of fish compared with stocks in hand of only 15,000 cases at the start of the 1951 season.

The sharp difference in inventory resulted from the exceptionally large pack of 1951, and the failure of Great Britain to buy any Canadian canned salmon. The carryover was a material factor in retarding settlement with the fishermen for this season's prices, as the industry felt itself in a definitely uncertain position cost-wise.

Durney Moves Downtown

Charles Glass recently resigned as president of Carnation Salmon Company, to become publisher of "Western Family" magazine. The Carnation Company is a subsidiary of Griffith-Durney Company, of which W. W. Durney is head. Griffith-Durney Company recently moved back into metropolitan Los Angeles from Gardena and has offices at 6363 Wilshire Blvd.

Veteran Seiner "Locks" Gets Her Third Engine

Captain Jack Rapanich, president of the Fishermen's Packing Corporation, early in June finished treating his purse seiner *Locks* to a brand-new engine—her third.

Built in 1917, she was originally powered with a Frisco-Standard gas engine, which did duty until 1936; being replaced then with a used diesel.

Now *Locks* has been powered with a 190-hp. Murphy diesel, and Capt. Rapanich thinks she's good for another 35 years. How-come he chose a Murphy? Well, Pete Zitco has one just like it in the *St. Zita* and Walt Hossfield put another in his new *St. Janet*. They liked their new mills fine, and that went a long way with Jack.

Two transducers were installed, along with a Surecho sonic depth finder, in the tuna vessel, *Puget Sound*, Bob Sabins, skipper-owner. Nuttall-Styris Company, distributors, supplied the equipment. Capt. Sabins has one transducer for depth sounding; the other for echo ranging to locate schools of fish below, around or ahead of his vessel. He expects the equipment to be very successful this coming Albacore season.

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● You seal the "deep sea" look and taste right into your package when you treat frozen fish with Pfizer Ascorbic and Citric Acids. When you process rosefish, salmon, mackerel, rockfish and other varieties, Ascorbic alone or in combination with Citric Acid makes sales climb because:

- **It prevents "rusting" of the fatty portion . . . preserves the bright, natural colors of the fish.**
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News and Views of National Trade in Fish and Shellfish

--August 1952

Mrs. Consumer's Ceiling"
fects Salmon Pricing Today

alistic readjustment" was the hich some salmon market an- tied to the minor price nents which marked progress gh late June and the first half y.

se "readjustments" appeared to newhat belated recognition of ct that Mrs. Consumer sets ceil- f her own on certain commodi- d that, probably without realiz- she applies the fundamental nic remedy when a commodity resses that ceiling—stops buy- and switches to a substitute.

talls, which had been nom- $21 but available for less, were sted at the first of July to $20. Cohoes, in which the stock has ed a rather wide range of qual- ere marked down to varying which reflected those quality differences, ranging from $22.50 down to $20.50.

All of the *above* "readjustments" were made on carryover goods. While they will undoubtedly have some effect when price tags are put on the 1952 pack of these grades, the July pricing had to do primarily with goods then on hand.

In a different category was the "revision" of the early figure for Copper River Sockeye talls. Set-up first at $30, when they were still tied-up on shipboard, these goods were re-priced at $27, with guarantee extended from 30 to 60 days against packer's own decline when they actually became available for shipment. Once again, the price-makers had their eyes set on Mrs. Consumer's ceiling, and they sought to price their property at a level where the retail tag could read "69c." The reaction was instant. All Copper River Sockeyes aboard the *Susitna* (the only vessel whose cargo was released by the strikers) were sold-out immediately. These sales covered the major portion of the Copper River Sockeye pack *in talls*. Halves in this grade, priced at $16.50, were still largely aboard two other steamers which at presstime were tied-up in Seattle by the maritime strike.

Southern California Canned Fish Prices

Quoted F.O.B. Pacific terminals at presstime.

TUNA—

Advertised Brands:	
White Meat, Fancy	$16.00 to $17.00
White Meat, C&F	$14.00 to $14.50
Light Meat, Fancy	$14.75
Light Meat, C&F	$13.00
Light Meat, Grated	$10.00
Private Label:	
White Meat, Fancy	$13.50 to $14.00
White Meat, C&F	$12.50 to $13.00
Light Meat, Fancy	$13.00
Light Meat, Standard	$12.00
Light Meat, C&F	$11.50
Light Meat, Grated	$10.00
D & L	$ 8.00
MACKEREL—	
Pacific, talls/nat., 48	$ 8.00
Jack, talls/nat., 48	$ 7.25

ardley Joins rt-Import Firm

am C. Eardley of Seattle, who re than a year has been chief Fish Section of the Office of Stabilization, resigned at the June to head the fish division z Bros. & Company, 39 Broad- New York City, a San Fran- irm with a world-wide organi- engaged in the export and im- machinery, chemicals, foods, oils and other commodities.

Eardley is recognized as an ty in the fresh and frozen fish s. After many years with the uan Fishing & Packing Co., anized his own firm about 10 go, calling it the Eardley Fish t Co. Shortly before joining the he disposed of his interest in n he founded.

her of the Pacific fillet busi- s a term which has been ap- Mr. Eardley with a good deal ce, because undoubtedly it was the encouragement he gave the awlers who less than 20 years oneered ocean fishing out of Sound that off-shore trawling one of the major factors in fish production.

Whitney's family of salmon—identical label designs, color-keyed for species—with their recipe out-serts, is now the feature line of Whitney & Co., Seattle salmon distributors, as a key element in the company's stepped-up promotion program.

Demand—Stimulating Price Should Precede Advertising, Says Broker

Some pithy points on canned salmon advertising, as seen by one of the principal brokers in one of the largest markets in the United States is contained in a letter received by *Pacific Fisherman* from William A. Mann, head of William A. Mann & Sons, Boston.

He writes that he is much interested in the fact that the salmon industry has been considering an advertising campaign, but: "It is going to need the right kind of advertising; the right kind of *timing;* and stocks on hand *at point of sale;* before any advertising can be effective.

"It would be a waste of money to spend one cent for advertising until all sellers can buy salmon at a price which will permit them to sell at a profit, and in volume; and at a price appealing to Mrs. Consumer. All the advertising in the world would not induce Mrs. Consumer to buy tall Reds at 73/75c at the chains, or 83/85c at her retail store today.

"Around this part of the country we have found that tall Reds sell well up to 65/69c. Anything over that stops sales, and you can advertise until doomsday and it won't budge materially.

"Get this year's pack into jobbers' hands and on retail shelves at a price they can afford to pay, and *then* start advertising—perhaps next January—in the larger markets, and you find very quickly that the out markets will soon fall into line.

"It's price, not advertising, that salmon buyer wants."

Canadian Packers Cut Carryover Prices Sharply

Major packing companies in Bri Columbia reduced prices on 1951 p salmon July 4 in an effort to c out some of the large carryover.

Canadian Fishing Co. was the to make the move, slashing $5.50 per case, a spokesman for company stating that the indu had priced itself out of the mar "The price of other food prod has come down in the past year we have to meet the competiti he said.

B.C. Packers followed suit. Sock prices were cut $3 a case; Pinks $ and Chums $2.50.

With a large catch in prospect season and 600,000 cases unsold f last year's pack, the British Colum industry felt compelled to take d tic steps to get warehouse sp vacated and stimulate business.

Jas. Farrell Co. Opens Los Angeles Offices

Los Angeles offices of James F rell & Co. of California were ope in June at 536 Pacific Mutual Bu ing, it was announced in Seattle Floyd E. Ellis, head of the firm.

The new office in Southern C fornia will be under the managem of Harold Ellis, who for some ye has been in the San Francisco o of this long-established house in field of fish oil, fish meal, fish solu and vitamin oils distribution.

"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

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Whole and Minced:
48 ½-lb. Minced $15 & Whole $18. 24 12-
Minced $12 & Whole $15; 24 20 (#2) Minc
$20 & Whole $24.
Discount on quantity and cash shipme
Goods are labelled. Prices FOB, Cordova
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una Sellers are Cautious espite Surface Firmness

Southern California tuna indus- st month was apparently in nt position, but according to nent canners there was little aking. Prices were still too low, r opinion, and in addition there en a sharp price battle in some ts with grated.

best guess along the Southern nia waterfronts on July 1 was was only slightly more than 00 cases in first hands. How- packers were going very cau- , in the belief the next three s will see their warehouses ed with tuna, and particularly ood domestic Albacore season nts the ever-increasing imports en Longfins, as well as Yellow- l Skipjack.

long-range domestic fleets were conditions only slightly im- from the miserable fishing of ly part of the year and the in- was frank to admit the good ry position was due almost en- o the domestic fleet's bad luck. ng was picking up some as egan, but very little Albacore ken either at local or Lower nia banks. Imports were again total for the first six months 8,600 tons this year — frozen -against around 6,000 tons last

e was some ominous news from in early July. The summer Al- season started in May and in tial four weeks, reports were me 25,000 tons had been land- th a critical shortage of cold space, packers were afraid f this would go into the cut- rine pack; in fact, reports in n California were that by July nd 500,000 cases had been so and all destined for export to this country. (The Japanese government had pledged not to export to this country in the period, April 1 to March 31, 1953, more than 12,000 tons of frozen; plus 1,000,000 cases.)

San Carlos Co. Set-Up As Brokerage House

Angelo Lucido Jr., son of the founder of the San Carlos Canning Co., Monterey, and for the past four years sales manager of that company, and Franklin S. Grimsley Jr., formerly in the export department, Swift & Co., Chicago, have formed a partnership to be known as the San Carlos Co.

Offices will remain at 260 California St., San Francisco, with the phone the same: EXbrook 2-0562, where the San Carlos Canning Co. and Mardeen Co., Inc., had offices for many years.

The San Carlos Co. will continue to use the well known Velera brand for canned sea foods, and the new concern will represent a number of Monterey fish canners, and will also act as brokers for fish meals and oils.

Mr. Lucido will continue as a director of the San Carlos Canning Co.

there is no Finer Quality
OLEAN GLEN
PINK SALMON
PRODUCED AND DISTRIBUTED BY
WHIZ FISH PRODUCTS CO.
2000 ALASKAN WAY - SEATTLE 1, WASH.

SEATTLE MARKET

Prices openly quoted at presstime, per case, f.o.b. Pacific Terminals.

Chinooks, C.R. ½s, fcy.	$21-22.50
Blueback, C.R. ½s, fcy.	20.50
Sockeye, Copper R., tall	27.00
Sockeye, Copper R., ½s	16.50
Coho, talls	21-22.50
Coho, halves	13-13.50
Pink, talls	20.00
Chum, talls	17.50
Chum, halves	10.00

Bryce Florence, head of Henry Dowden & Co., San Francisco sea food brokers, and Mrs. Florence, motored to Mr. Florence's old home town of Lufkin, Texas, last month.

Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
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Seattle 4, Wash.

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ER ONE LABEL—FOR EASIER MERCHANDISING

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IITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

1952 "Salmon Packers Register" Published in Expanded Edition

For some 36 years the Salmon Packers' Register has been known as the most authoritative, complete and convenient source of information on the make-up of the Pacific salmon canning industry and the current status of the many companies engaged in the business.

A new edition of this valuable publication is now on the press, and should be ready for distribution within the next month.

The Salmon Packers' Register consists primarily of an alphabetical list of all operators in the industry of the Pacific states, Alaska and British Columbia, giving their office and mail addresses; phone numbers; cannery locations; names of officers or owners; purchasing and selling agents; brands used for their salmon packs, and products (if any) other than canned salmon.

Separate sections also are given to similar directories of the primary-market sales agencies in the United States and British Columbia; alphabetical lists of salmon brands owned by canners and sales agencies, respectively; and the principal executive, sales and operating personnel of the industry, which in the new edition include the names of superintendents and foremen of most canneries. The canning concerns are also conveniently indexed in two ways—geographically according to office addresses, and according to cannery locations; and the book contains a condensed description of the various salmon canning districts and areas of the entire Pacific Coast.

In view of the new importance of Freezerships in the industry, the names of their operators (fifteen of them, believed to be complete for the 1952 season — some operating more than one such vessel) are included alphabetically among the canners.

The Directory of Canners contains the names and other data covering 154 active operators (exclusive of the freezerships), 34 of whom are new since 1949—including 13 in British Columbia. Also included are names of 42 concerns that have been discontinued, sold out, or otherwise become inactive, or undergone changes of name since 1949, so that such changes can readily be traced; while 36 names included in the last edition are dropped from the list.

The Directories of Sales Agencies include names of 40 "live" concerns on the U. S. side (several of them new since last edition) and a round dozen in Canada. There is also a Directory of organizations or associations of salmon canners, to which one name—the Columbia River Salmon and Tuna Packers Association—has been added, making seven in all.

The list of personnel (including, as far as possible, names of superintendents and foremen) now includes some 660 names, with the pages on which they are mentioned, so that their connection with the business can be readily ascertained. Of these, about 280 new names have been added, while 150 of those listed in 1949 have been dropped.

With the information indicated above, the Salmon Packers' Register is indispensable to anyone wishing know, authoritatively, "who's w and what's what" in the salmon dustry—where to reach any compa or operator, whether canner or sa agent; who owns any cannery; w controls any active salmon bra with what concern any owner, exe tive or foreman is identified.

While the contents of the Regis have been substantially increased, t price remains at $5.00 per copy, for previous editions. The book is tainable only from *Pacific Fisherm* 71 Columbia Street, Seattle 4, Wa

Mackerel Still Scarce, Particularly Pacific

Mackerel was still a scarce item Southern California in early Ju just as it had been through the y to date. Jack mackerel was picki up slightly, but Pacific showed improvement. To July 1 the year h produced a total of 15,388 tons a 214,541 cases. Last year, for months the catch had been 23,9 tons; the pack 374,322 cases. Quot prices, f.o.b. west coast were fir Pacific, $8.00, talls/48; Jack, $7. same.

ROBERT L. STIX, INC.
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*TUNA CLIPPER

*DRAGGER

ATLAS and SUPERIOR DIESELS

keep them all at work!

These boats don't spend valuable fishing time tied up at docks for engine repairs because they're all powered by Superior and Atlas Marine Diesels. Furthermore, these fishing boats have had ample time to test their power plants since they were all launched a number of years ago.

They use Superior and Atlas engines selected from the complete line of 4-cycle, heavy duty Marine Diesels.

- **The "City of Los Angeles" is powered by a 400 horsepower direct reversible Atlas Diesel.**
- **The "Courageous" boasts a main propulsion unit rated at 850 horsepower and two auxiliary Superior engines.**
- **The "Benjamin C" is equipped with a 6 cylinder 400 horsepower Atlas.**

The owners' reports on these three fishing boats substantiate the performance records established by Superior and Atlas Diesels in marine service throughout the world.

You can examine these Superior and Atlas Diesel performance records, simply by calling the representative at one of the sales and service points listed below, or by writing headquarters at Springfield, Ohio.

Superior ENGINES

ATLAS DIESEL ENGINES

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ENGINE DIVISION

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King of the Galley!

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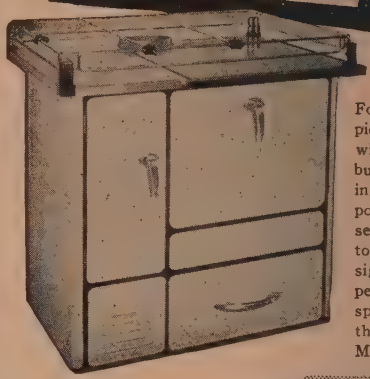

Four streamlined O pic models now off with fully-concealed burner. Have a gl ing porcelain finish polished top . . . p sea rails . . . yes, th tough, but beautiful! signed and engineere pecially for oil with N space-saving lines. them at your ne Marine Dealer!

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OLYMPIC ALASKA NEPTUNE

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Lightweight Portable Power Pump; 1½" discharge intake; 1-¾ H.P. aircooled engine, for any dewatering job, spraying lawns, gardens, orchards. Ideal for fire protection, flushing and cleaning decks.

WILL LIFT WATER 25 FEET Flomax 3 with Spring mounted pull slide gives easy portability and at only slightly extra cost. Comes equipped with strainer, pipe tee, starting rope, built-in governor. Over 300,000 MP Pumps in service in all parts of the world.

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FISHERMEN'S SUPPLIES

COMPLETE TROLLING EQUIPMENT

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undreds of new and converted power gillnet boats operating, Bay was a Mecca for supply men this season. Here are three, rested in Graymarine "Alaska Lugger" engines, of which more 0 were on the Bay this season. Left to right: Fred M. Granville, arine factory sales and service engineer; S. O. Jules, Seattle arine distributor; Arthur Nelson of the Jules Engine & Equipment Co. sales staff.

'amp Veteran s After 39 Years

'amp Sea Food Company has red its oldest employee, Ar- L. Hansen who, for some s been caretaker of the com- Terminal Island plants. He nt into the fish business in an employee of the California mpany, San Pedro. He was l in 1912 in plants that finally known by the Van Camp Thus, with his seven years lifornia Fish Company and with Van Camp, Mr. Hansen t 46 years in the fish-canning in Southern California.

shipments of Caterpillar iesels to the Mexican Pacific shery include: D-8800, 4-cyl. James E. DeRivera, Nogales, installation in the trawler, I at Puerto Penasco; D-4600, 5-hp., with 3:1 Twin Disc o Carlos Venagas for the *Pacifico,* same port; D-13000, 15-hp. with 3:1 S-N gears, seiner, *Santos* at Astilleros S.A., Ensenada, Lower Cañ- 0-318, 6 cyl. 80-hp. with 3:1 ; for seiner *Mexicali,* for La l de Ensenada, S.A., Ensen- er California. All were sup- l installation supervised by Marine, from its San Diego Frank Chalupnik, sales man-

fisherman **H. P. Matthews,** New- , Calif., has just installed a Metal Marine Pilot in his boat,

iego Marine Const. Co.
P CONSTRUCTION
and REPAIRS
Railways, Floating Drydock
Foot of Sampson Street
SAN DIEGO 12, CALIF.

Willapa Harbor Dogfish Recovered in Japan

A 37" male dogfish tagged October 6, 1944, at the entrance to Willapa Harbor, was recovered February 25, 1952, off the north end of Honshu Island in Tsugaru Strait, about 300 miles north of Tokyo, Japan.

The total distance, if the fish traveled in a circle route from the point of tagging to the place of recapture, was approximately 5000 miles. This movement, as far as distance is concerned, is without parallel in recorded history of fish migrating from one geographic location to another. The fish had grown only slightly during the time it was free.

Westport Cannery Burns

Crab and salmon cannery of Dungeness Crab, Inc., at Westport, Wash., was badly damaged by fire early on the morning of June 30.

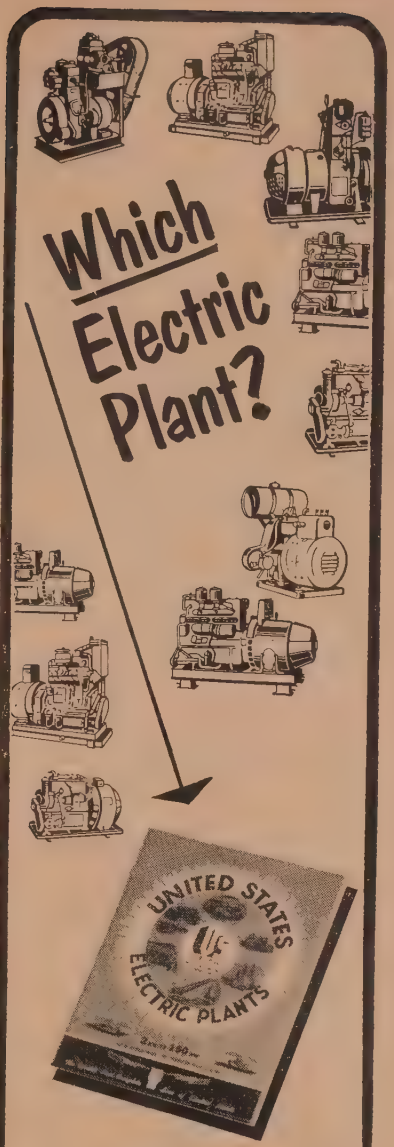
The plant had not been particularly active for some years, although right after the war it was a substantial factor in crab canning.

Irving Handles Codfish

H. A. Irving Co., San Francisco canned food factors, has been appointed northern California distributor for Earle's Sons & Co., Ltd., Newfoundland line of canned fresh codfish.

The product is sold under Earle's Brand labels, and comes in 14-oz. round flat cans, and also 9-oz. cans.

Bob Parker, refrigeration engineer for R. E. Manns Company, Wilmington, Vilter representatives in the Los Angeles harbor area, recently returned from a flying trip to Ecuador. On the way back, Bob took time out to investigate the various shrimp-fishing ventures and developments north to the Gulf of California.



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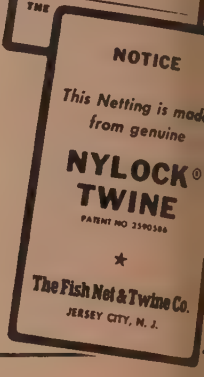

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- GENUINE STEEL GREY Linen Gill Netting
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Whether you fish them little or big . . . from herring to tuna . . . there's a FISH NET netting to do the job that's proved itself best for YOUR kind of fishing.

Side by side, most netting looks alike, but the seasoned skipper knows there's more to a net than meets the eye.

Remember, that back of FISH NET netting, there's a full century of manufacturing experience . . . over a hundred years of making nets that have proved themselves fit and strong and durable for use up and down both coasts, on the lakes, or in gulf waters. Ask your dealer.

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PACIFIC Fisherman's NEWS

AUGUST 1952

RST ALBACORE LANDINGS RING $350 TO FISHERMEN

st showing of "color" for the domestic Albacore season was nday, May 25, when a Longfin taken off Oceanside, north of Diego. Small catches were made en then and beginning of July. fish to be unloaded at San was June 30, from the *Oceana*, Tom Bagalini, Jr., who brought ton. Opening price was set at per ton, a drop of $50 below ear's opening.

pols of Albacore were sighted long the Southern California coast. Several hundred jigboats were engaged. Off Lower California, in the "great triangle" of Todos Santos, San Martin and Guadalupe Islands, early July saw catches from five to 10 tons being made.

All canneries were favorable to taking Albacore catches and, provided imports of Longfins do not swamp the markets, the small-boat fleets of the Pacific coast, were anticipating a good season. The price of $350 per ton, although disappointing to many, was accepted in the hope of a rise.

IERMEN'S FESTIVAL MONTEREY SEPT. 6-7

Fishermen's Festival and Feast ta Rosalia at Monterey will be and better this year, accord- Peter Ferrante, general chair- f the festival.

ill be held Sept. 6 and 7 dur- e full of the moon. The Fisher- Festival is in its second year e to its tremendous success last he Italian Catholic Federation cided to hold its 21st annual tion at Monterey and partici- the festival.

two day program will include events on the beach, the dra- boat parade, the crowning of tival queen and her court, fire street dancing, a grand ball, de with drill groups, floats, and from all over the state, and ing the festival will be the Rosalia procession and the ul ceremony of the blessing of et.

ngham Man Lost humagin Trap

ard J. Sleem, Pacific American es employe, fell from a fish- Squaw Harbor, Alaska, during mile gale, and was lost. His , Carl F. Anderson of Belling- ried to throw him a line, but ot reach him.

vors include Sleem's wife and d daughter, and a brother, of Seattle.

Area 3 Halibut Season Slightly Longer

Bad weather on the Westward halibut banks slowed fishing there somewhat this season—while of course, the Area 3B portion is excluded from the quota area—with the result that the fishing season which closed as July 13 opened was 58 days in length, two days longer than in 1951.

It should be understood that additional fishing is being permitted later in the summer under the "split-season" program of the International Fisheries Commission for extending the producing season until some of the unfished halibut races move onto the banks and become available to the industry.

Areas 2B and 2C, in Southern Hecate Strait and off Forrester Island, Southeast Alaska, opened July 26 for 10 days, without quota; while Area 3B, from Bold Cape to Sarichef Island; and Area 4, Bering Sea, open Aug. 2 for 17 days, without quota.

"Florence" Is Sold For Mexican Shrimping

Florence, 60' San Diego fishing boat, was sold last month and has joined the fleet of Pesquera del Pacifico, S de R. L. Sauzel, near Ensenada, Lower California. General Abelardo L. Rodriguez is owner of Mexico's largest fish cannery located there, and Francisco Al Morales, Jr., is general manager. *Florence,* sold by Nick Nescovich, was built as a halibut schooner.

"Olympic" 13th Clipper Lost This Year

Olympic, thirteenth Southern California tuna clipper to be lost since beginning of the year, sank off Costa Rica June 24, but her skipper, Francis Scara and 14-man crew were rescued. The 124' clipper was valued at $250,000.

She was built in 1931 by Harbor Boat Building Company, Terminal Island, and was one of the real veterans of the fleet. She was fishing for Westgate-Sun Harbor Company, San Diego.

Shrimp Trawling Attracts Vessels

California ocean shrimp landings to June 30 showed a continued climb. At that date at Morro Bay, some 78,355-lbs. had been landed.

At Eureka 1,500-lbs. were landed during the month. High boats at Morro Bay were *Hornet,* Lawrence E. Thomas, and *Grace H.,* R. G. Murdock. At Eureka, high boat was *Miss Pee Cee,* Ed F. Cole.

Receiving and processing the shrimp at Morro Bay and San Luis Obispo were Abraham Refrigeration Co., El Morro Oyster Co., Jamison Sea Food Co., Morro Bay Crab Co., Tom's Crab Co., 4 Crab, Crab Center, and Alden Fish Co.

New permitees to go shrimp trawling are: *Anna Alma,* Freeman E. Arbo, Santa Cruz; *Dungeness,* Bruce Burtschell, Crescent City; *Lucena,* S. A. Holloway, Crescent City; *Cecelia,* Victor Castagnola, Santa Barbara; *Miss Prissy,* A. J. Blanchet, Long Beach; *Intrepid,* Harry Taylor; *Three Bees,* Arleon Parsons, Crescent City; *Welcome,* John D. Diserens, Crescent City; and *Libby,* Glen C. Baker, Morro Bay.

Death Takes E. A. Juntti

Ernest Alfred Juntti, 60, a lifetime resident of Astoria, died recently. He was for many years a fish buyer for the Point Adams Fishing Company and for Union Fishermen's Packing Company. He was for eight years captain on a cannery tender and in recent years had been a foreman in charge of the fish dock.

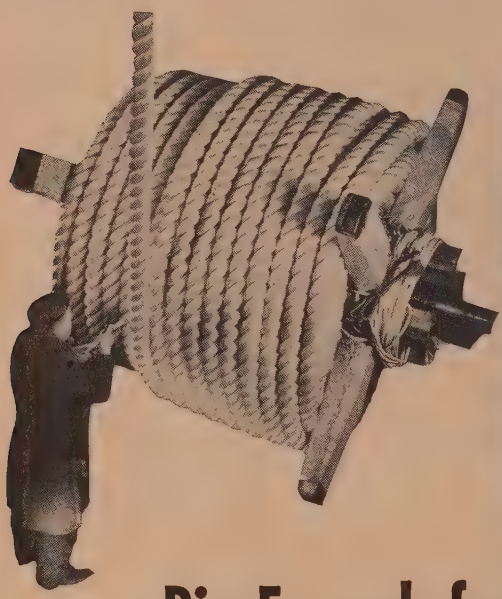
He is survived by his wife, Ida and a daughter, Mrs. Bert Hamilton.

SAN PEDRO'S SEINERS FIND SOME BLUEFIN TUNA SCHOOLS

The San Pedro tuna seine fleet was finding some local Bluefin in early July. Matt Vojkovich with the *Benjie Boy* picked up five tons off La Jolla; and Genaro DiLeva with the *San Antonio IV* did the same . . . Down below off Uncle Sam bank, Lower California, the *American Rose* netted 20 tons, Bluefin . . . George Fukuzaki, who recently bought the *Stella Maris* from Tony Orb and South Pacific Canning Company, wrapped up 60 tons of Bluefin near Guadalupe Island . . . George Felando, flew up from Costa Rica, leaving the *Venus,* and went down again after July Fourth. He has been transshipping around 200 tons, mostly Yellowfin from Central American ports.

Cesare Augusto has switched to shrimp trawling off Central America. Larry Zuanich last month came home for a brief spell, leaving his dad, John Zuanich down below. The seiner had been fishing tuna and will do so again . . . Chris Gaspar with the *Jackie Sue;* John Kovocivich, with *Lena B,* and Yank Kasoroff with *Yankee Clipper,* have all been ating out of Puntareanas . . . Gargas has made two trips with *Columbus,* fishing in Mexican wa . . . John Gargas, with the *Cit Los Angeles* was on his fourth to Mexican waters for tuna month. The big *California,* An Vilicich, and *Marsha Ann,* with Anderson as skipper, were in the familiar Bering Sea waters as f erships for opening of the Bristol season.

Anton and Domonic Misetich an unbeatable combination whe comes to wrapping tuna. Their recent trip saw them unload 260 in 60 days with the *Anthony M* Paul W. Hiller last month install Y-16 Olympic oil-burning range the seiner *Western Pride.*



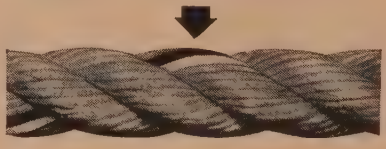
Big Enough for You?

You'll see rope like this aboard an ocean liner, or on a big freighter—and if you need it larger, we can make it for you. The two-story rope-making machine in the Brooklyn, New York mill of American Manufacturing Company will turn out a line up to twenty inches in circumference!

For more than sixty years we've been making rope for farmers, fishermen, ship operators and industry. In all this time "American Brand" Pure Manila Rope has been made to the very highest standards of quality. It has earned a universal reputation for uniformity, dependability and service value.

How do you tell "American Brand" from other ropes? The answer to this is: "Look for the red and green markers"—our trademark. These colored yarns are your guide to quality—like the insignia on a car, the brand on a food product, or the tailor's label in a suit.

So, buy rope by brand—buy "American Brand". Look for the red and green markers.



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Sales Offices: Boston • Chicago • Houston • New Orleans • Philadelphia • San Francisco

Oregon Shrimp Trawling Test "Commercial"

"Commercial" yields of small shrimp are reported by the Ore Fish Commission from the expl tory trawling which it is having off the coast of that state to test possibilities of beds discovered t last year.

Exploratory dragging in July under way with the trawler *Nel-D Dic,* skippered by Hugo Lillient working a beam trawl with 1" m

First reports were for drag done northwest of Coos Bay in w from 57 to 90 fathoms, and with green mud bottom which has p ously been found to be associated the most abundant populations of little shrimp. Five drags of 30 utes duration each yielded 175, 175, 50 and 175 lbs. of shrimp. averaged somewhat larger than of shrimp taken in exploratory w further north last fall.

Columbia River Quality Rated Best in Years

Quality of the spring catch of mon on the Columbia River is rep ed by operators to be the bes years, with one spokesman sa that 85% of his company's fish graded "fancy."

The movement of salmon over neville dam during the spring se was the second-best since coun was instituted there in 1938.

With the re-opening of fishing 20 there was a surprisingly good of bluebacks in the river, and s excellent catches were made by t fishermen equipped with the sm mesh nets needed to take these fi which is actually a Sockeye of su quality.

ific Fisherman's NEWS

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n Diego—
xicans Dismiss
ke-down Officer

Mexican government has fired
rt captain whom Skipper An-
Silva, of the sunken clipper
a accused of trying to extort
om the shipwrecked crew. San-
Campbell, Mexican consul at
ego announced the officer's re-
from office at La Paz.
h Silva, Jr., son-in-law of Joe
dina of the *Queen Mary*, re-
came home from duty in Ko-
e spent a year there, as did

George Souza son of John Souza, master of the *Sun Splendor* . . . Frank Zolezzi of the *Marie Louise* was sent up from down south suffering from bad tooth trouble . . . John G. Rebelo, wife and children left June 7 from New York for Madiera, Portugal, on a vacation. John is master and co-owner of the *United Victory* . . . Mrs. Edward Varley, her mother, Mrs. Joe M. Medina, and three children sailed out of New York for Pico Island, Azores. Eddie Varley, master of the *Sun Victoria*, joined them at Lisbon, flying over. Abilio Magellan, M-O of the *Anna M.* took out the *Sun Victoria* for him . . . John Luz, skipper of the *West Point* was married to Mirandolina Pombo, niece of Joe Pombo, managing owner of several tuna clippers. Incidently, Joe had bought the badly burned *City of San Diego*, fixed her up at Campbell Machine Company, and took her out himself, with John M. Freitas, Jr. as mate . . . *Sea-Preme* came home from her maiden voyage with a profitable fare. George Stevens, who transferred from the *Carol Virginia*, said the NS&S hook-and-liner performed well. She is fishing for Caltuna . . . *Carol Virginia* has a new skipper in Pete Giacalone . . . Frank Medina has taken out his *Bernadette* again as master after a long absence from her bridge, and which included a trip with the *Sea Lark* to break the world's record for a tuna fare. Ernest Silva, the skipper when Frank is not aboard, also went along . . . Joe Nunez of the *Katie Lou* brought home a Galapagos penguin from his last trip and presented the bird to the San Diego Zoo . . . *Cape San Vincent* came home at the end of a tow-rope of the *Pacific Retriever* of Pacific Towboat & Salvage. Unloaded at High Seas . . . Charley Langdon of the *Corsair* had the distinction of re-opening the Van Camp plant at San Diego with his capacity fare.

EUREKA FINDINGS

Among new registrations at the port of Eureka is the boat *Five Brothers*, operated by Harry Shipman of Trinidad. The vessel formerly operated out of Coos Bay.

Fouling her propeller at sea recently off Crescent City, the big dragboat *Andrew Jackson*, owner Noel Franklin, was towed to Eureka by the *Rainbow*, skipper Dick Young.

The *Empire II*, fishing boat which was badly battered in a heavy spring storm at Crescent City, has been undergoing extensive repairs at the Gillette Marine Ways on Humboldt Bay. Owner John Pesonen hopes to have the craft back in operation in the early future.

G. Hickey, Eureka, has had his boat *Vicky Lee* up on the ways recently for the fitting of a new engine.

The boat *Sunset*, working out of Eureka, recently was fitted with a new propeller and an echo sounder. She is owned by Chester Hall.

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Many Morro Bay Boats Ship Echo Sounders

Shepherd Marine has made a number of Bendix Depth Recorder installations in the Morro Bay-Avila district, going into commercial fishing boats. Installations, made from the company's Los Angeles office include five of the Model DR-10, 100 fathoms in:

Manuel Sylvester's *Pico;* Albert Sylvester's *Sea Dive;* Michael St. John's *Phoenix;* Bryan Stoffle's *Glady 1,* and Ted Lang's *Firgie 1.* William Wilson put in a Bendix DR7A in his *Lucky Boy,* and Bud Avery, of Santa Barbara, installed a DR-10 in his *Remora.*

Henry Ashenfelter, formerly with Ernie Soper on the *Therese,* will be skippering the troller *Lydia.*

Glenn Martinson, who formerly worked as mate with Chuck Youngblood on the *Ruth,* has just completed repainting and installing a new engine in the *Nadine,* in which he will join the dawn patrol in quest of salmon this summer.

Old timers from this port will miss Henry "Hank" Bolton, forced ashore by ill health. Hank formerly skippered the *Almae.*

Joe Hunter, who last season operated the *Michael M.,* has purchased and will run the *Curlew,* formerly a Columbia River gill net boat.

Pelican's Pouch

The Pelican, arriving home after spending four months in the P.H.S. hospital in Seattle smiled happily as he greeted his old friends. "What a number of changes have taken place during my absence," he observed; "And so many things have happened."

The new board walk, much wider than the old one, was completed by the first of July, much to the pleasure of cyclists. The lumber was furnished by the local sawmill.

Helvig Christiansen, owner of Christy's Marine Service has built a three-wheel jalopy with a Wisconsin 6 hp. engine. Beside using it with his shop work, Helvig hauls drums of oil for local residents, and any other hauling where a good man and a good vehicle is required. He has also installed an air pump for those fortunate enough to own a vehicle requiring air in its tires.

Irwin Cole, skipper of the troller *Joan,* has installed a new engine. Mr. Cole also got himself a charming wife last winter. She is living in Pelican for the summer.

Mrs. Amy Lou Blood, owner of the Pelican theatre, and E. S. Starr were married recently. The new home is in Juneau.

Matt Haro, skipper of the troller *Stampede,* came in contact with a rock at Greentop, causing consi able damage to the craft. Fellow ermen seeing his plight came al side and towed the boat toward beach. Just as she neared safe wa the bow went under suddenly, within a few minutes the entire was submerged. When the tide out she was pulled up, pumped and temporary repairs made. L she was towed to Pelican where manent repairs were made.

E. Gabrielsen, skipper of the tr *Angler* of Bellingham, will be abl hold his own in any argument a marine engines since he won the ler's race with his six cylinder G marine during Fourth of July fes ties.

For quite some time officials of Pelican Cold Storage have been ing to get Pelican City a port of e for Canadian boats, and this their efforts were successful. Canadian boats have put into here than in all other Alaskan p put together, Pros Ganty, manage the company, reports. He also st that the halibut catch compares favorably with that of 1951.

There has been more than the u amount of fish poisoning this y Canadian fishermen are happy to a former fellow countryman, Adele Johnson, field nurse, t them. She very obligingly takes of anyone in need any hour of day or night.

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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant

UNIT Fishing boat — "Jimmy Boy" transmission & differentials

OPERATION Hoisting nets

CONDITIONS Heavy drag on gears, salt water

OWNER Frank Iacono, San Pedro, Calif.

ar cut in net-hoist gears under tough conditions!

GEAR ASSEMBLY, lubricated with RPM Gear ant, is used to operate the net-hoist on sh Boat, Jimmy Boy, owned by Frank Iacono, dro, Calif. Located under the deck, the gear s often completely surrounded by wet fish ripping salt water. Since using RPM Gear ant, however, there has been no appreciable r bearing wear of any kind.

THE JIMMY BOY is 37½ feet long with a 12 foot beam, and is powered by a 3 cyl. GMC diesel. She fishes at night, mostly for mackerel and sardines.

G IN SEVERAL TONS h every night is b of this gurdy, emonstrated by Mr. , who says, "We use ear Lubricant in ur net-hoist gears e transmission on ngine, and never rouble of any kind." cant in the hoist ssembly is changed every six months. s are used to help ts clear of gunwale.

KS: Because RPM Gear Lubricant has very high ss qualities and stability, provides a tough ating film, it is espe- valuable for the lubri- of all conventional gears types of installations. lso recommended for bronze ears. (For hypoids of all RPM Multi-Service Gear ant is recommended.)

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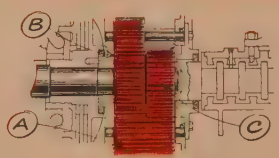

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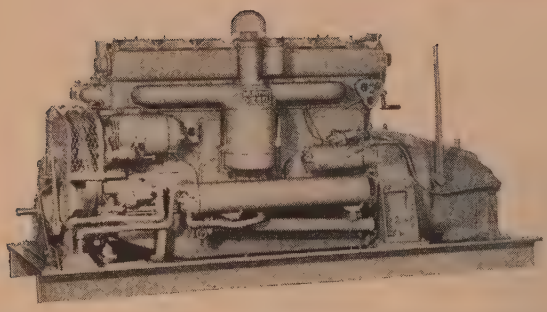

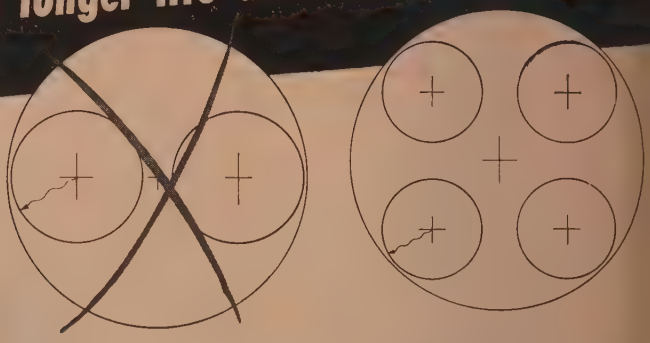

THE power a diesel engine develops is dependent to a great degree on the breathing capacity of the valves. Breathing capacity of the valves in turn is determined by the circumference of the valves and their lift. Thus, when we compare Murphy Diesel's 4 valve design with the conventional 2 valve design of equal total valve area, simple arithmetic shows that total circumference of the 4 valve arrangement is 41.4% greater. With equal lift, the breathing capacity is also 41.4% greater.

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223

mboldt Bay—
hing Operations
No Records

ecting a trend that began with pening of the 1952 season, salperations off the northern Cali- coast continued light and y as the summer neared, with nen still waiting for the apce of any sizeable runs.

ing both late May and early operations were seriously curby storms and high seas, which trollers confined to ports at a, Crescent City, Fort Bragg her points for extended periods. even when conditions were few fishermen were reporting profit thus far, hopeful that late r early July would see a turn tide.

two poor years on the record, nd 1951, operations will have to d at top speed during the late r months if a third is not to lked up in mid-September.

es at Eureka remained quite 24 cents on small fish, 29 on ger sizes.

the crab season rapidly drawvard a close, operations in that of the northern California had begun to slack off during reflecting a tendency that developed during late May. A number of crabbers already had stored their pots and other gear for the season, planning to participate in salmon operations as that season progresses.

The trend of deliveries at Eureka over a three week period was shown in the following figures: 106,000 pounds in late May; 82,500 pounds in the first week of June; 33,600 pounds in the second week of June.

About the only thing steady about the situation was the price, which continued to hold firm at 18 cents per pound.

Trawling operations off the northern California coast continued at a more or less steady pace through the late spring and early summer, interrupted only by the frequent storms and periods of heavy seas that featured the season at intervals.

Sole continued to lead in species delivered at Eureka, with Dover sole consistently topping the list. However, deliveries held quite steady on the other types of sole, sanddabs, ling cod and rock cod.

Exploratory shrimp operations off the northern California coast had tapered off following a spurt of activity during early May, with indications that activity might be further deferred. The Snider Fish Company, Fields Landing, pioneers in the venture, indicated that it was abandoning operations for the time being, due to the small size of the shrimp, although those taken were reported of excellent quality and flavor.

The converted shrimper *Miss Pee Cee* took two hauls off Eureka and Trinidad, the first about 600 pounds and the second running to more than 900. Owners of the craft were reported to be seeking contracts for future operations.

Fishermen at Eureka were watching with keen interest the construction of a new marine ways facility at Fairhaven, on Humboldt Bay, by Austin Gillette. The largest drydock, shipbuilding and repair plant ever built on the bay, the ways will be 200′ long, able to accommodate craft up to 209′ in length and 300 tons.

With the season slated to close in the early summer, halibut operations out of Eureka had proven extremely light with few deliveries of any consequence. Among boats operating in the trade were the *Peacock,* skipper Erling Johansen; the *Big Clipper,* Willard Hengen; the *Chaser,* Herbert and Frank Frahman.

Registration papers were filed at Eureka recently with L. M. Holland, of the U. S. Customs Office, by several boat owners who plan to make Humboldt Bay their home port in the future. The vessels were the *Miss Often,* owned by Robert A. Albert, Fields Landing; *Hunter,* owned by Henry W. Tervo, Eureka; the *May,* transferred from Seattle by her owner Einar Lofvald.

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Bay—
Ceremony Honors
parted Fishermen

estimated 20,000 persons from every vantage point Memorial Day, 30 boats, avy with flowers, moved in a rocession seaward in the sev- ual Fleet of Flowers rites, all persons who have lost s at sea. Sponsors of the na- ecognized observance is U. S. iard Auxiliary, Flotilla No. nanded this year by Fred ats of the local fleet circled oot cutter *McLane,* from Ab- Vash., anchored one mile off- efore passengers cast the and sprays into the ocean. Douglas McKay delivered nemorative address at shore- ices preceding the sea cere-

---

. Coast and Geodetic Survey two officers and four men, e of Lieut. (j. g.) Harley D. from the USC&GS ship are nearing completion of ydrographic survey of the y area, including the lagoon, proper and the approach to as part of a northwest har- ram. The data will be com- l recorded in charts to be ailable in approximately six

---

season salmon deliveries to have been light, to date, avorable weather conditions hampering trolling opera- wever, as the season ap- knowledge of changes in onnel begins to unfold. Stevens and Art Paris, who dory *White Cap* last year, on have leased and plan to sh the 35-foot troller, *Ger-*

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f the Tradewinds sportfish- to number nine this season, in operation. Back with the gang is John George, recently returned from a second tour of duty with the U. S. Navy in Korean waters. George is this season skippering the *Jimco.*

Hank Ballenseifer, a former commercial man ashore for several years, will operate the *Michael M.*

The newly completed U. S. Coast Guard mooring float, extending from seawall east of the bay, is now in use. Also recently installed by the Coast Guard is a new boat distress signal.

Shrimp Trawling Starts at Morro Bay

Shrimp is now being harvested in newly discovered beds located off the coast near Morro Bay by the *Grace H.,* owned by L. R. West and R. G. Murdock. About 20 people will be employed in the processing plant now being set up at the Jamieson Sea Food firm on the waterfront.

Betty Jamieson, owner of the plant, states that two tons at one time can be handled locally, the remaining two tons of a normal four-ton catch to be taken to Lee Holmes in San Luis Obispo, manager of the American Refrigeration Co., for processing and quick-freezing.

Markets for the shrimp have been established in San Francisco.

"Crane" Provides Ocean Patrol Off Flattery

Relieving the United States authorities of some embarrassment suffered in 1951, when the Canadians blamed American fishermen for violations on Swiftsure, and the U. S. authorities had to admit having no vessel there to enforce the rules, the Fish and Wildlife Service vessel *Crane* of the Alaska service was sent to Puget Sound for ocean patrol work.

Vessels available to the Washington department of fisheries were not adequate for off-shore work, and in 1951 mid-season abandonment of the closure on ocean Sockeye fishing was forced by American inability to enforce it.

First Albacore Taken June 24, 500 Miles Off

First Albacore to be reported on the Pacific Coast this season was taken June 24 by the U.S. F.A.W.S. exploraotry vessel *John N. Cobb,* approximately 500 miles off-shore from Eureka, Calif., according to a message relayed at once to Joseph G. Ellson, chief of North Pacific fisheries and exploration research.

"Island Prince" Rescues Disabled Halibut Boat

Five members of a foundering Prince Rupert halibut boat—*Pal II*—were rescued by the coastal steamer *Island Prince* in Fitzhugh Sound, 250 miles north of Vancouver, B.C., on May 12. The boat and crew were taken to Bella Bella. During heavy seas the *Island Prince's* bow was held tightly against the disabled fishboat while the crew climbed a ladder to the rescuing ship's deck. *Pal II* is owned by George E. Palliser of Wonder Harbor and has been sailing out of Prince Rupert.

Gulf of Georgia Graveyard For North Island Packer

Last of the North Island co-operative packers, *Kanawaka,* owned by Prince Rupert Fishermens Co-operative, was sunk in 100 fathoms of water off Cape Roger Curtis in the Gulf of Georgia recently following a collision with *Capilano,* owned by Union Steamships Ltd. Skipper Tom Dalzell, who was asleep at the time, found the decks awash when he left his cabin. The crew of six attempted to get into the dory, but it was overturned. Eventually everyone was rescued by a lifeboat from *Capilano* and returned to Vancouver, B.C.

Kanawaka was carrying 66 drums of herring oil and other cargo.

Itsuyuki Murakami, 68, for many years a factor of importance in the Pacific oyster industry on Willapa Harbor, and founder of the Eagle Oyster Packing Co., died in Seattle in June.

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RIA—

arlson, Famous r, Passes Away

t G. (Gus) Carlson, well Astorian, identified with the king business for 50 years, iority on mild curing of sal- d recently in Portland at the 31, where he resided for the years. Born in Sweden, Mr. came to the United States in ming to Astoria in 1900, worked in fisheries until his nt. His work in mild curing m took him from Monterey a, and to the Amur River in He was associated with the gland Fish Company in As- many years. During his re- he traveled, visiting the ivian countries in Europe, Hawaiian Islands where he n. A daughter also survives Portland.

---

er new proud father joined s of Astoria's drag fleet, and n passing out cigars, when wald Viuhkola presented her with a daughter, born June hing 7 lbs. 2 oz. The young been named Betsy Mae. Her "Ossie" is a crew member on ger *Mary Ann*, operated by arcott, and has been employed *Harold J* and the *Madeline J.*

Frank Dumich, Pillar Rock, Wash., recently purchased a 6 cylinder Knight engine, a Nordberg marine engine, from the Oregon Marine Supply Co., Astoria, for his gillnet boat. Dumich fishes for New England Fish Co.

H. J. Lewis, former drag fisherman in Astoria, recently acquired a gillnet boat and powered it with a Gray Marine Engine, 4-91 Lugger Model, with 2 to 1 Reduction, from the Englund Marine Supply Co. "Louie" formerly fished with Jack Ray, on the *Ida Mae*.

Cleo Wells, owner of the troller *Star*, has recently purchased the *Helmi*, formerly owned by Herman Johnson. The *Helmi*, a 40 foot troller has been at the CRPA shipyards for general repairs, and will be fished by Mr. Wells, and his son will operate the *Star*.

Uuno Koskelo, Astoria fisherman, has recently installed a Metal Marine Pilot on his gillnet boat, which he plans to take out trolling. Installation was made by Englund Marine Supply Company, Astoria.

Back in the Columbia River this season is the *Evelyn H*, skippered by *Ove Holm*, of Eureka, and is engaged in bottom fishing for the CRPA.

Axel G. Anderson, fisherman in the Columbia River area, died recently in Portland. He was a former resident of Chinook, Wash. and later of Pillar Rock, Wash., and was the father of Arthur J. Anderson, owner and operator of the dragger and crab fishing vessel *Kincheloe* of Astoria.

New Skipper on the dragger *Broadway* of Astoria, is *C. V. "Chris" Jepsen* of Warrenton, Ore. Jepsen, a veteran fisherman, retired from the profession to enter the building and remodelling business for awhile in Warrenton. With Jepsen on his first trip were *Don Horschman* and *Norman Niukkanen.*

"Ocean Pride" Brings Back 100,000 Pounds Halibut

Ocean Pride, only recently launched at Sterling Shipyards, Vancouver, B.C., returned from the fishing grounds to Prince Rupert with a record-breaking first load, consisting of 100,000 pounds of halibut.

Ocean Pride is owned by Johnny Dale and Harold Hendrickson and fishes for Canadian Fishing Co. The maiden catch was disposed of as follows: 74,000 lbs. medium at 18.1 cents; 25,000 lbs. large at 14.5 cents; 1000 chicken, at 12 cents. Captain Oisten J. Hansen is skipper.

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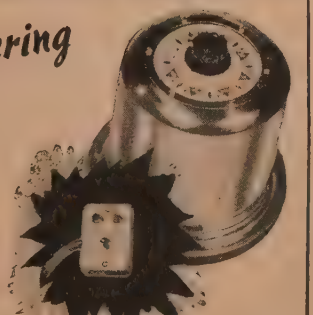
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14th St., Long Beach 13, Calif.
QUARTERMASTER PILOT

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MUSTAD
Key Brand FISH HOOKS
They're like old friends. They wear well and stand by you "in the clutch". Ask your dealer to show you these fine Norwegian fish hooks — made of tough Scandinavian steel. They will give you all the sharpness and strength that ANY fish hook can give plus a temper and finish that will save you replacements, repair and fish. In the long run they are the most economical fish hook you can buy.

Shown above are The Mustad-Halibut, Qual. No. 9395 - The Mustad-Salmon, Qual. No. 9510 XXX and the Mustad-Double I.P. Round, Qual. No. 7897.
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ESTABLISHED 1832
OSLO, NORWAY
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of salmon fishermen for depe
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twine, for larger salmon catc

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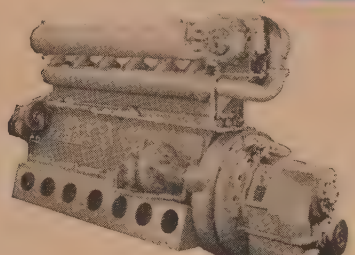
DEPENDABLE DIESELS

Enterprise 4-cycle marine diesels are built in 3, 4, 6 and 8 cylinder models, normally aspirated and turbocharged, from 68 to 1872 HP.

rimpers, fresh market boats,
rabbers, Alaska limit and
other small craft.



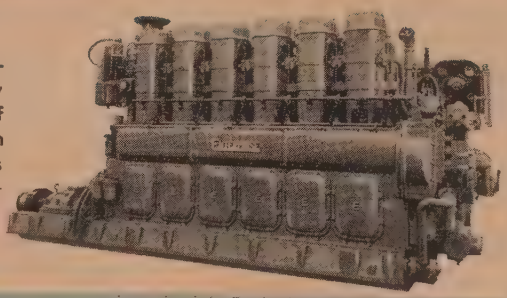
Model DMM-36
(with reverse reduction gear)

Enterprise M Series Diesels are built in 3, 4 and 6 cylinder models, 8" bore x 10" stroke. Turbocharging is available on 6 cylinder engine, as shown at left. Ratings in this series range from 68–400 HP at 450–800 RPM.

lers, menhaden boats, purse
, cannery tenders, and other
medium size craft.

Model DMG-36

Series G Diesels, in 6 and 8 cylinders, furnish powerful, heavy-duty propulsion in a wide variety of marine services. Designed with 12" bore x 15" stroke, this series is rated 273–1388 HP at 250–600 RPM. Turbocharging available on all models.



ggers, tuna clippers, fishery
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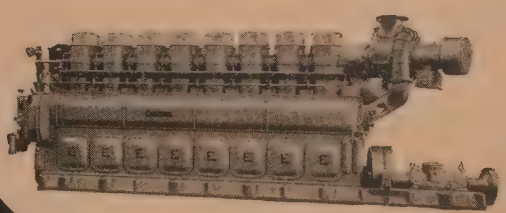
ealers and other larger
fishing craft.



Model DMQ-38

Largest in the Enterprise line, Series Q Diesels are built in 6 and 8 cylinder models, 16" bore x 20" stroke, normally aspirated and turbocharged. Conservatively rated 647–2056 HP at 250–375 RPM.

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PENDABLE
Diesels

RISE ENGINE & MACHINERY CO.
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Model DMM-3

Compact, with a low weight to HP ratio, the Enterprise DMM-3 shown here offers exceptional performance for main propulsion in small craft or for AC or DC electric service where required. DMM-3 is rated at 68–130 HP at 450–800 RPM. KW rating: 45 to 80 in the DSM-3.

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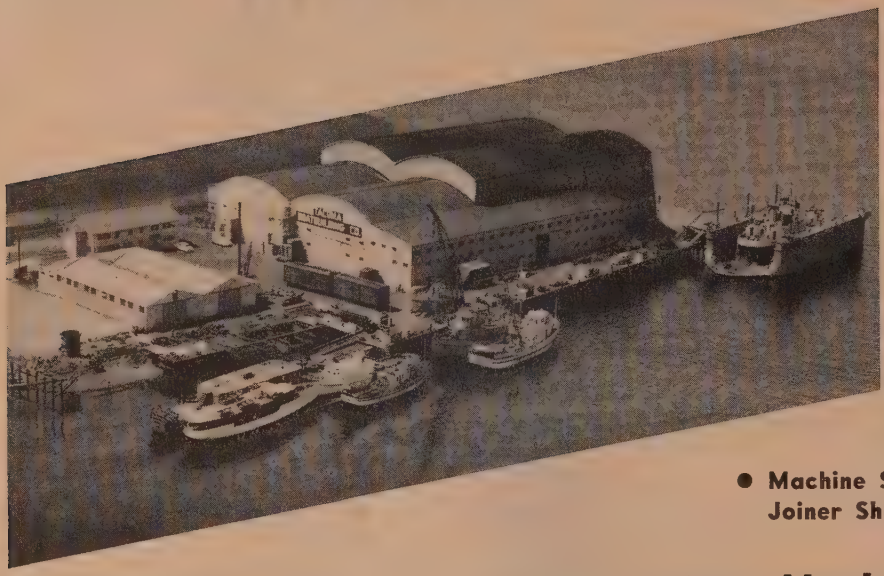

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The Northern Line of Auxiliary Machinery is Built to Help Fishermen Earn Profits

Correctly-built of finest materials, NORTHERN LINE EQUIPMENT is simple to operate and maintain, easy and economical to install.

- **NORTHERN DRAGGERS**
  For vessels 45 ft. and up.
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  For salmon, herring, sardine or tuna vessels.
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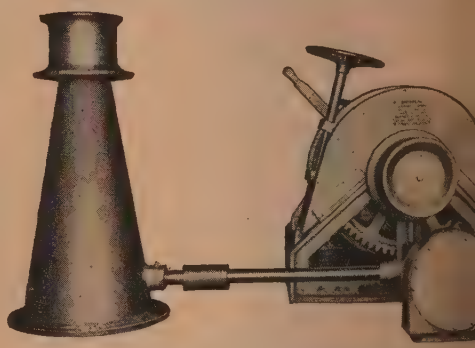

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SIX BASIC MODELS
28 Types To Suit Every Need
Simple — Rugged — Dependable
The standard of quality for fishing vessels 42 ft. and over.

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ARNE STROM **HALDOR DAHL**

Designers and Builders of Wood and Steel Commercial and Fishing Vessels Since 1930

s Landing—

v Fish, Poor Prices gue Salmon Season

p-and-down salmon season, to price and fish, drew to a ut the middle of June as the oats prepared to leave for fishing in the South. Starting two or three weeks of fairly hing and a 31 and 29-cent ne fish began to diminish e same time the price took ive. The first week in June, nding lay in almost mid-win-. The boats were here, the re here but no fishing was ne. The price slid to 23 and a pound which the larger nsidered insufficient to cover and gamble of operations.

formal meeting was called resentatives from Monterey, nding and Santa Cruz as well ations from Half Moon Bay Francisco attended to decide on could be taken to improve tion.

men found it difficult to the fact that fresh fish sold dock for 23 cents a pound in the stores several blocks r 80 cents. Fluctuations in re not obeying any ordinary pply and demand or, in fact, of economic logic. By unani-proval of the meeting, the voted to tie up their boats price of 31 cents for the sh and 27 cents for the un-ish was offered.

gation from Moss Landing J. V. Shaw of the *Christine* Yeoman of the *Twenty Grand* a fishermen's meeting in San along with representatives er central California fishing e official announcement of num prices the men would as made at that time. Two r came word that the price ed upon and once more the ared for another trip. That a poor one for nearly all hands. Some boats made fair catches from Santa Cruz up to the Farallones but when they got back to port the price had dipped again to 23 cents. The fleet stayed in for a day or two, the price climbed and out they went again.

This time many skippers declared was their last trip and albacore rigging got under way. A number of boats went on the ways in San Francisco and San Diego for needed repairs. Other men went home to visit their families. The little day boats were not so concerned with the situation. If they can catch six or eight fish a day they are doing alright.

* * *

A dramatic story of a man stricken critically ill at sea and his rescue by Coast Guard helicopter from San Francisco was told by skippers who forgot to fish and listened to the tense saga over their radios. In a calm and quiet voice, veteran fisherman Sophus Wicks of the *Active II* told of his severe attack and directed the helicopter to his position. No boats were near him at the time to give aid but the response to his Coast Guard call was immediate. Wicks is in very serious condition at the Marine Hospital in San Francisco.

* * *

Bonanza loads of herring were brought in during the month of June to Joe Olivieri's Santa Cruz cannery in Moss Landing. The *Roz,* owned by Charles Storelli and Frank Bruno, John Bregante's *Five Brothers* with Pete Silvey, the *Lou Denny Wayne* owned by John Bassano, Nardo Olivieri's *Three Sisters* and A. Ghio's *Tommy Boy* came in night after night with capacity loads.

Six truckloads left Moss Landing in one day headed for the canneries in San Pedro with a considerable amount of herring kept here for bait for the salmon fleet.

Unaware that the herring fishing was going to be so good was Joe Cardinalli of the *Sal-Boy* who chose this time to install a new Gray Marine 65-hp. engine in his boat. Working feverishly to get the old engine out and the new one in, Joe called Tom Hall of the Hall-Young Co., in San Francisco from whom he had purchased the engine to help speed up the job so he could get in on the herring harvest.

* * *

Those who had sat with Max "Red" Patterson at the fishermens meeting on June 1, were stunned when they heard that he had been killed in an automobile accident near Castroville only a few hours after the meeting. Skipper of the *Alice B.,* Max "Red" Patterson had been in Moss Landing several months. He was owner also of the boat *Tillamac,* now in Seattle, where his home was. "Tiny" Leber was helping Max on the *Alice B.*

Six Alaska Herring Operations Under Way

Even the extreme difficulty of making ends meet under the fishermen's union demands failed to keep six never-say-die Alaska herring plants idle.

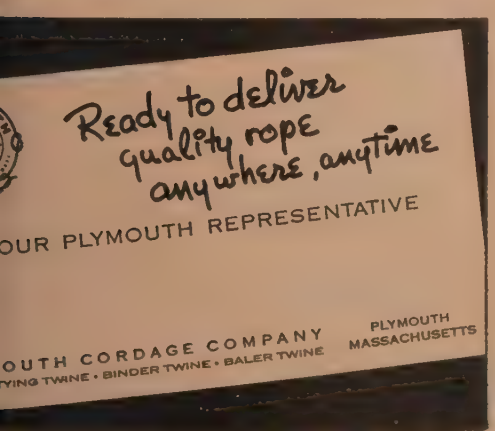
In Southeast Alaska the Buchan & Heinen operation at Port Armstrong; that of Storfold & Grondahl at Washington Bay; and Oceanic Fisheries at Port Conclusion were operating—and at presstime were reported to be doing quite well, volume-wise, although the fish were very lean.

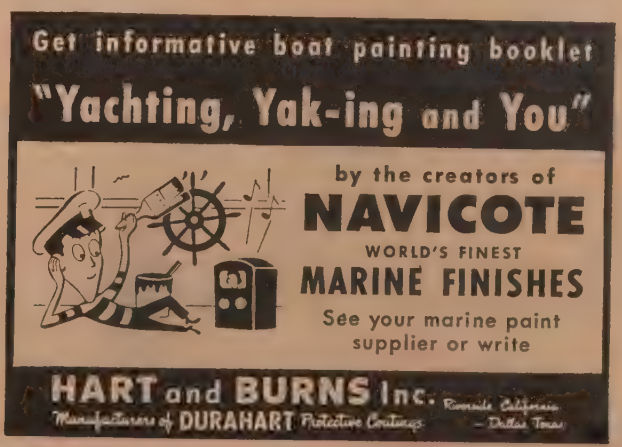
On Prince William Sound there were two shows: Alaska Fishermen's Cooperative, LaTouche; and Oceanic Fisheries Co., Port Oceanic. Early fishing there was very poor and the fish lean.

Kodiak area's only operation is that of Wakefield Fisheries at Port Wakefield. Fishing reports to presstime said the Kodiak quota waters were a complete blank, and that the only fish to date had been hauled all the way from Chignik, and were yielding scarcely half of normal oil.

Presstime price on herring oil was 7.5c per lb., asked; no takers.

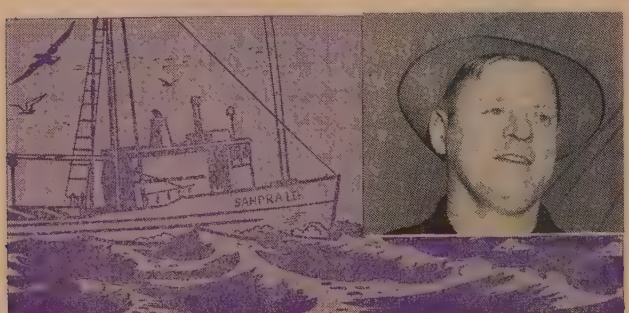
William S. Brown readied his commercial fishing boat at Wilmington for the Albacore season by installing a Radiomarine Model ET-8044, 5-watt radiotelephone. Now, when he's out to sea searching for the elusive Longfins he'll be in touch with the rest of the 1000-boat fleet—or at least those boats far-sighted enough to have radiotelephones. Shepherd Marine, distributors for RCA supplied the set.





Sigurd A. Ness, "Commando," Seattle

Martin Skrivanich, "Oregonian," Gig Harbor



Jalmar Johanson, "Sandra Lee," Astoria

Ben Disanto, "A. J. LaRocca," San Francisco

Frank Medina, "Dorothy Lee," San Diego

These skippers and hundreds more, insist on T5X motor o

These skippers are typical of the hundre of fishermen who rely on T5X—the ama ing *purple* motor oil—for superior engi protection. For T5X protects *every* type marine internal combustion engine und *all* operating conditions. The outstandi versatility of T5X is a result of its combin tion of fortifying additives and 100% pu base stocks *found in no other motor oil.*

Compare the performance of T5X wi the motor oil you are now using. Measu the results in terms of less wear and low repair costs. You'll agree with commerci fishermen everywhere that T5X lasts *f* longer and gives engines *greater* protecti under every operating condition.

You can get T5X at any one of the Union C marine stations located in key Pacific ha bors from Alaska to Panama.* Next tim tie up at the sign of the orange-and-blue 7

UNION OIL COMPANY
OF CALIFORNIA

*Union Oil marine products are also available in mo principal west coast ports throughout Central and Sou America and in the Far East.

boldt Bay Fishermen ummer Bonanza

r a slow opening and a dull season period through May and June, salmon fishermen at a and other northern California l points were cashing in on irst big runs during late June ndications of continued activity uly.

heavy run was located about ne in the vicinity of Blunts southwest of Eureka. The find ne signal for the entire Hum- Bay fleet to join in the har- and deliveries kept shoreside working overtime to handle avy catches. Individual deliv- were running from 300 to 500 e-man boats up to 3,000 pounds single haul for some of the craft.

price remained stable during eriod, 28 cents for small fish, the large types. More than oats were operating out of a alone while others were mak- eadquarters at Trinidad and oints.

operations at Eurkea, taper- through late May and June, signs of ending the season ow note as the closing date of 1 approached.

rally speaking, however, it en an excellent season for the ldt Bay crabbers, with heavy catches continuing during the late winter and early spring months. With the opening of the salmon season, a number of craft had converted gear, with a further transfer prompted as good runs of salmon were encountered during late June.

Best crab catches were being taken in the vicinity of Trinidad, north of Eureka, during the latter part of the season.

Shoreside operations along the Eureka waterfront hit a seasonal high mark in late June when processing and handling plants reported a total of 325 persons on the company payrolls, exclusive of fishermen. The peak was expected to occur during July, when the salmon season will be in full swing, crab activity will be in the final stages, dragboat operations continuing and the possible advent of the north coast tuna season.

A study conducted recently by the Eureka Chamber of Commerce indicated that the average year-around payroll approximates 175, including personnel at both Eureka and Fields Landing plants, both on Humboldt Bay.

Many boat owners and operators working out of Humboldt Bay took advantage of a seasonal lull in operations and periodic storms to make repairs to and overhaul their craft at local marine ways.

Among craft going on the ways at the Gillette plant at Fairhaven were the following: *Sea Hawk,* owner Frank Bean; *Trondheim,* owner Cliff Webber, of Crescent City; *Southern Cross,* Verne York, Crescent City; *Sunward,* owner Earl McCarty; *Neva B,* owner Louis Gonzales.

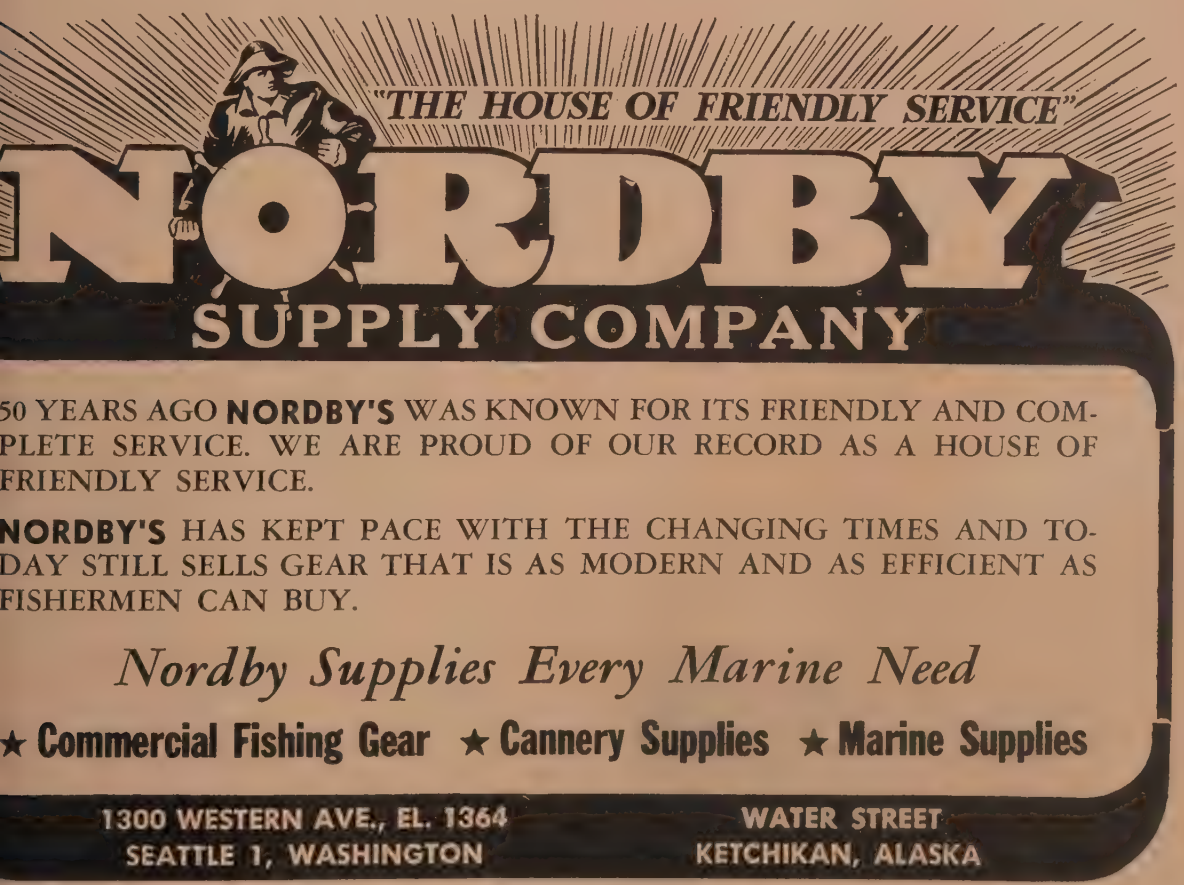
At the Humboldt Marine Ways at Fields Landing, the list included: *Lillian,* skipper Harry Shipman; the dragboat *Five Brothers,* owner Harry Shipman; dragboat *Cavalier,* owner James Johns; *Jeanne Marie,* owner Vernon Hater; *Sea Amber,* owner James Makins.

B. C. Fishermen Work On Sockeyes Only

British Columbia's salmon fishermen started their 1952 operations June 22 after reaching a tentative agreement on price with the Fisheries Association.

However, the fishermen undertook to fish only for Sockeye, on which there was no price dispute, and declared that they would go on strike late in July if the packers did not accept their terms on other grades.

The companies' final offer prior to opening of the salmon fishing season was: Sockeye, 25c a pound; Pinks, 7½c; Coho, 13c; Chums, 5½c; Fall Chum price discussion to be opened September 1 and settled by September 15.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Wouldn't be without
Submarine Signal
FATHOMETER*

says . . .

JOE VILICICH

San Pedro, California

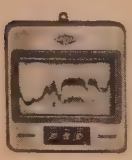
"These days it is difficult to make a living fishing even with the best equipment; without a FATHOMETER echo depth sounder it is practically impossible. The Submarine Signal FATHOMETERS on my boat are by far the most important instruments I have for locating and catching fish. They are so important I have installed both a 1080C FATHOMETER Jr. red light indicator and a 1373 FATHOMETER Jr. recorder on my boat RESOLUTE. Both have advantages that make them indispensable to me."

"I have used other Submarine Signal FATHOMETERS for many years and believe me, I would not be without one."

(signed) JOE VILICICH

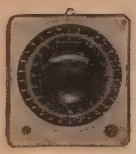
Submarine Signal FATHOMETER* CADET

Indicates depths from 1 foot to 160 feet, gives true definition at 900 soundings per minute. Finds fish, locates shoals, ledges, underwater hazards. Pays for itself in safety, faster trips, bigger hauls. Transducer may be bilge mounted; no dry docking, no holes in hull.



Submarine Signal FATHOMETER* JR. (Recording Models 1373 and 1373S)

Records contour and type of bottom on moving chart; length, density and depth of fish schools. Model 1373 with dual range 1 to 100 and 100 to 200 fathoms. Model 1373S with dual range in feet for shallow water soundings: 1-200 and 200-400 feet.



Submarine Signal FATHOMETER* JR. Indicating Model 1080C

A red light indicator that shows water depth beneath keel 240 times per minute; depth range to 600 feet — 100 fathoms; warns of shoals, reefs, hidden hazards; finds fish; facilitates bottom navigation. Simple, compact, easy to install.

RAYTHEON 10 WATT MARINE RADIOTELEPHONE

All the features you want for dependable contact with shore, coast guard or other vessels. New compact design, easier to install and operate. Improved circuits for clear reception and transmission.

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Glee Thompson Sea Food Company depends upon a Hallett Model AC-1, 5 H. P., Air-cooled Diesel Engine for auxiliary power on their 63-foot shrimp trawler built by the Southern Shipbuilding Company of Jacksonville, Fla.

Hallett Air-cooled Diesel Engines, because of their compactness, rugged construction and minimum weight, offer the boat owner a real "work horse" to power his auxiliaries. Hallett Diesels have a world-wide reputation for dependable, economical operation.

For information about Hallett Diesel Marine Engines, Auxiliary Engines, Diesel Electric Generating Sets, and Diesel Pumping Plants, see your nearest distributor or write to . . .

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SAL
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Sound's Early
on Yield Light

salmon fishing for the Puget
ourse seine and gillnet fleets
y light, although just about
as anyone had expected.
principal body of Sockeye on
le is expected in American
from July 27 through August
arly July results could not be
ed at all conclusive.
rations for the season are de-
on the light side. Estimates
tors indicated that the num-
ctive lines this season prob-
not over 40% of last year's.
ave been a number of con-
ns, not only of canneries but
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nces.
Sockeye price for 1952 was
quietly on the same basis
year—28c per lb.

ies Research Institute
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on of Cook Inlet and Prince
Sound research projects in
e of the Fisheries Research
studies has led to some re-
itions to the Institute advis-
d, which is appointed by the
of the University of Wash-

oard now consists of: Aubin
Alaska Packers Associa-
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Fish Co.; Nick Bez, Penin-
cking Co.; A. W. Brindle,
Cove Packing Co.; Lawrence
San Juan Fishing & Packing
B. Friele, Nakat Packing
ion; Guy V. Graham, Libby,
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ing docks; installation of
ver outlets; dredging of sed-
m the lower end of the basin
ention of future accumula-
sing the flood control bulk-
new office building, for the
r and for general use.
hile Wharfinger Irving Dan-
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5 feet wide along the right-
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Dragger St. Joseph Protects $20,000 Diesel Engine with $180 Aqua-Clear Feeder

The *St. Joseph* puts out of Gloucester, Mass.

Cool Your Engine Safely with Raw Sea Water

Don't let destructive, biting sea water rust and corrode cylinder heads, manifolds and water jackets!

The AQUA-CLEAR Feeder makes old engines last longer, keeps new ones from ever rusting.

That's why Capt. Lovasco wanted one on his new Diesel.

Cut Operating Costs with the Aqua-Clear Feeder

Capt. Peter J. Lovasco, owner of the **St. Joseph**, says "As you know, we were skeptical at first as to the good of the Aqua-Clear Feeder. But your offer of a full refund if we were not completely satisfied, convinced us it was worth trying, especially as we were installing a new Wolverine engine in the **St. Joseph**.

"We have only had it in operation a few months, but we took off a few sections of pipe the other day and were more than satisfied as they showed no signs of corrosion. As operating costs are very low, it is certainly cheaper than fresh water cooling and just as good."

Ends All Rust and Corrosion

Over 7,000 fishboats, yachts, cruisers, both gasoline and diesel —even up to ocean liners and down to small outboard motors— now use AQUA-CLEAR Feeders. Makes all sea water non-corrosive, gives positive protection to entire cooling system. No moving parts to wear out—no heat exchangers, no expansion tanks, no extra pumps—no holes through the hull.

Easy to attach between seacock and water pump. Yet with all these advantages, the AQUA-CLEAR Feeder costs only a fraction as much as closed cooling—only $50 to $75 for engines up to 250 h.p.

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Just pour a little in and forget it! Cuts danger of explosion by mixing floating gas and oil with the bilge water. Gets all the grease, slime, scum — reaches where nothing else can. Saves time, labor, expense.

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Ocean Coast Shrimp Find Sets off Stirring "Rush"

Discovery of new beds in Mexico's Pacific shrimp fishery spurred great activity by fishermen and freezer operators through June. Location is on the western side of Lower California, extending from Magdalena Bay to Abreojos Pt., several hundred miles. However, the main catch, estimated at around 500 tons by mid June, was 70 miles or so north of Magdalena Bay, between Soledad and San Domingo Points.

The rich discovery brought whole fleets of trawlers hurrying around Cape San Lucas, and also freezer ships such as *El Guaymense, Mahonning, Tongareeva,* etc., to anchor in Magdalena Bay and process the trawler catches.

Contrary to normal procedure, the shrimp, occurring in what some declared were "fabulous quantities," were found largely over a rocky bottom, which caused havoc with trawls. First vessels there from Mazatlan loaded within hours. Offal from the heading operation dumped overboard in quantity is believed to have fouled the beds and forced the shrimp seaward. Catches fell off considerably as June waned.

The shrimp were of excellent color and very uniform in size, running around "under-12" count. It was anticipated the shrimp would return to inshore beds and that excellent fishing would continue throughout July.

Hector Ferreira, in addition to bringing his big freezer ship *El Guaymense* around the peninsula, also at terrific hazard flew out six planeloads of three tons each to his Guaymas freezers. At the end of June the director of Pesquera E. Industrializadora de Guaymas, S.A. was in Los Angeles harbor seeking a suitable vessel to transport shrimp to San [illegible] and return with large quantiti[es] block ice.

Cia. Productos Congelados, Hernando DeCima, had a large[r] of trawlers there and also the B[aja] refrigerated *Mahonning;* Pesque[ra] Topolobampo, S de R.L., had freezer *Tongereeva* there. Freeze[r] Mazatlan, because of closer prox[imity] to the new discovery enjoyed the est tonnage. Shrimp also was ing to "Mar Bermejo" freezer at ta Rosalia.

Anthony John Cigliano, San Pedro ried Rita Di Leva April 26. He is t[he] of Mr. and Mrs. **Gerald Cigliano;** s[he] daughter of Mr. and Mrs. Gennaro Di The honeymoon was spent at Lake L[ouise] Banff, Montreal and Quebec, Canada

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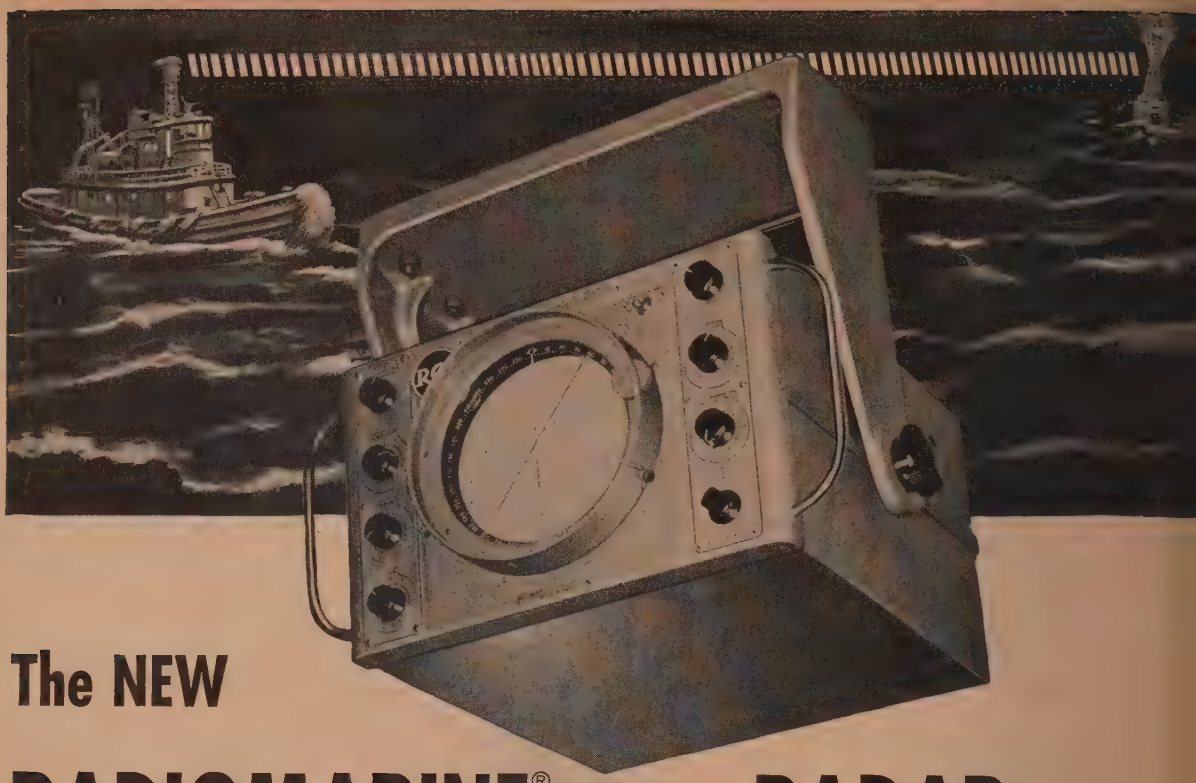

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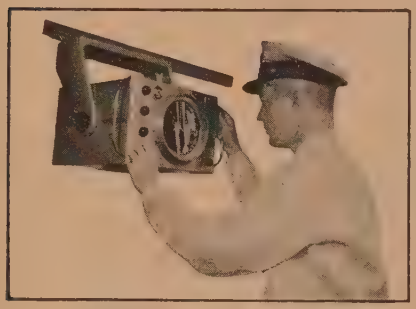
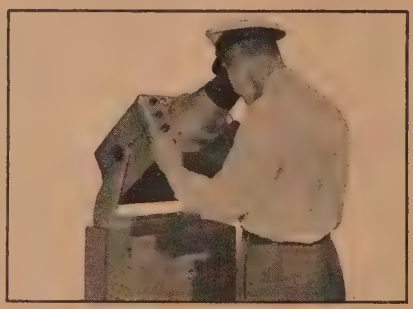
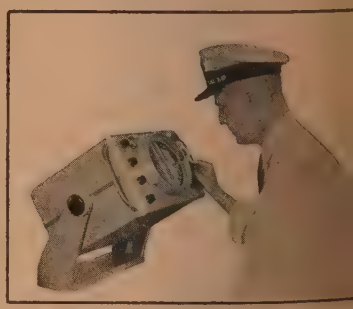


Mounted from the overhead



Mounted on Transmitter/Receiver Cabinet



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s Landing—
Salmon At Home; Tuna Down South

t of the commercial "day boats" salmon in Monterey Bay end- month of June solidly over on ack side of the ledger. The sal- vere not only in the Bay in ties, they were practically in eakers, making it possible for nosquito fleet" to maneuver in the shore. The larger boats had not left for the south were also but it was difficult for o get in close enough.

fish were feeding on big schools hovies. So were the birds and er the fishermen saw the flocks there was good fishing. boats too, were reaping pay of anchovies, some of which rocessed at Joe Olivieri's San- uz cannery in Moss Landing, others were trucked to San Four canneries in Monterey, avier, California Packing Co., l and Sea Beach gave work to ople during the run. Payment ermen was $40 a ton.

The big boats left in the harbor at the end of June were anxiously awaiting word of the first tuna catch. It came from the boat *Paul C.* whose skipper, Sam Calandrino sent radio word that he was catching tuna off Guadalupe Island. The *Silver* with Bob Nygaard and Don Hitchcock was running with the *Paul C.* and also in the fish. This was the news the men had been waiting for and there began the great exodus to the south. Among the first to leave was Benny Kirchhof on the *Delle-Marie,* who took his wife and daughter along for the ride as far as San Diego. Following closely after was George Murphy on the *Ruth E.;* Bill Anderson's *Western Skies,* with his son Ken; the *Judy II* owned by Bruce North and Mike Schroeder; Jack Mandy's *Rujac;* the *Liberty II,* owned by Lloyd Hungwin; Pete Lasich on his boat *Daybreak* with Bill Bruce; and Bill Yeoman on the *Twenty Grand* with "Huck" Huckler.

Putting in for a refrigeration check at Morro Bay was Conrad Pederson on the *Sun-Ra* with Bob Mason and "Nash" Martin on his new *San Martin* with his son Don.

The next group of boats out numbered among them, the *Tommy Lee* with skipper Lee Faraola; J. V. Shaw on the *Christine;* Fred Sandness and Don Woodward Jr., on the *Lincoln;* Orville Patterson on the *Silver Spray;* and Matt Calandrino of the *Martha Jane* with Jack Brandt.

Frank Hart's *Mabel M.* besides being a diesel powered combination steel troller, became a tug just before she went south, when the boat towed the 92' dragger, *Warrior,* from Moss Landing to the Anderson and Cristofani shipyard in San Francisco.

The *Warrior,* owned by Dick Maier of Empire, Oregon had serious propeller shaft trouble shortly before, and had to be towed by the Coast Guard from Santa Cruz into Moss Landing. Both skippers had some bad moments when they ran into a stiff wind off Hunter's Point just before reaching the shipyard. Otherwise the trip went smoothly and the run was made in 22 hours to the Golden Gate bridge.

The sale of three commercial fishing boats in recent weeks points up the increasing importance of Moss Landing as a boat market. Purchasers were from other communities who had combed the coast for boats filling their particular needs and found just what they were looking for in the harbor.

Of this group, best known is the *Betty M.* for many years skippered by H. R. "Rebel" Martin, accompanied by his wife, Helen. This large double ender was purchased by Phil Bumgardner, formerly of Crescent City. Bumgardner, assisted by his brother, Vernal, is basing the boat

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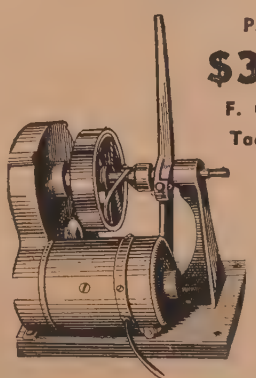

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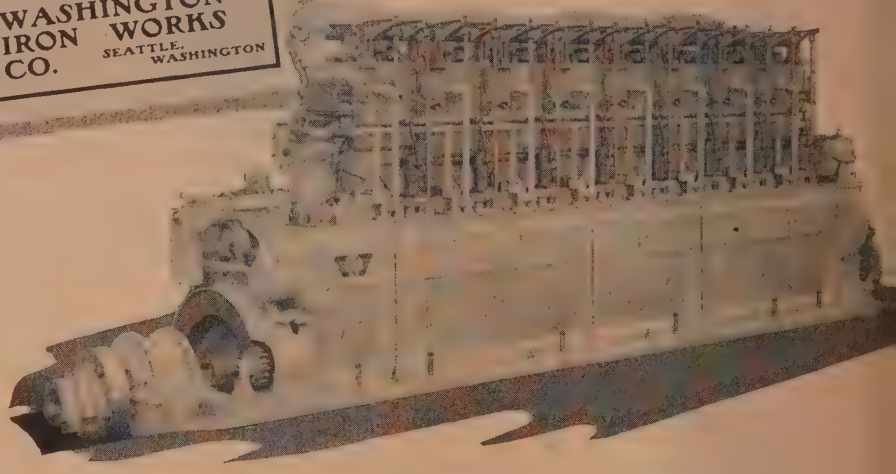
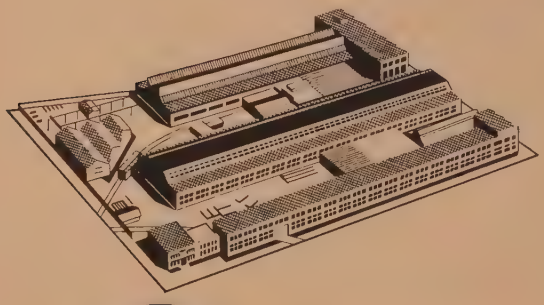
1902: STEAM HOIST . . . The advertisement above is reproduced from the first annual edition of "Pacific Fisherman," when Washington steam engines were standard for power machinery of early types.

In 1882, the Washington Iron Works started serving the needs of the Pacific Northwest and Alaska for heavy machinery, including the needs for specialized equipment of the then infant commercial fisheries industry. By the turn of the century, Washington equipment for the marine field already enjoyed an established reputation. In 1922, the first Washington diesel was installed to propel a fishing vessel — an engine still in commercial service today. Washington diesels now power many of the largest and finest Pacific Coast fishing vessels, with an unsurpassed record for unfailing dependability and long life.





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Landing and the two broth-
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Patterson has decided to sell
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Canadian
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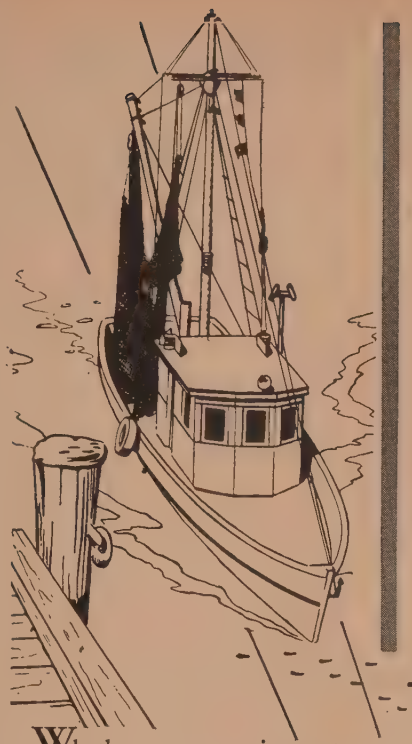
kipper of *Cape Ross.*



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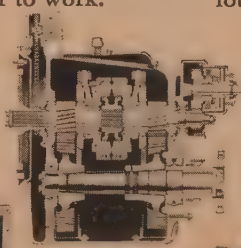
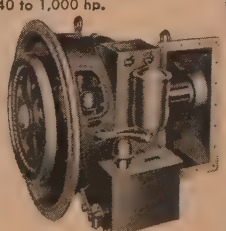


Model MG-302 with Rubber Block Drive—(150-275 hp.); also available in Model MG-175 (85-205 hp.)



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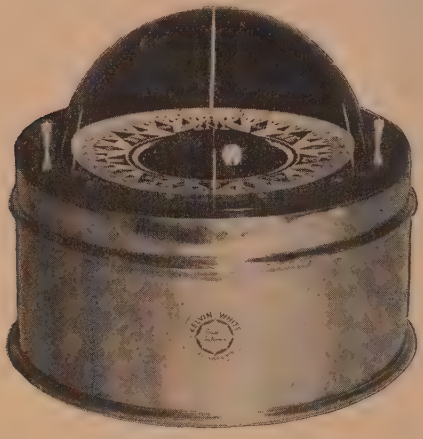

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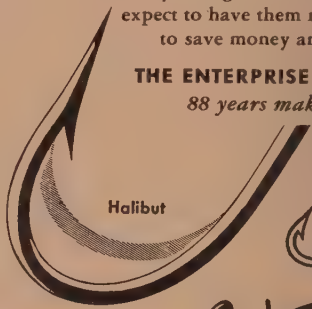

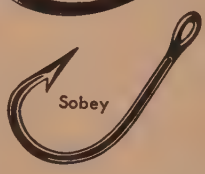

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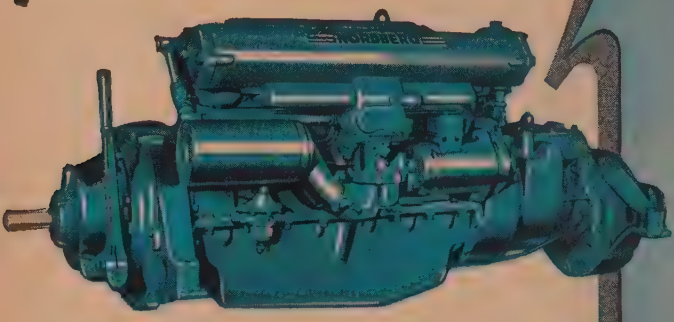

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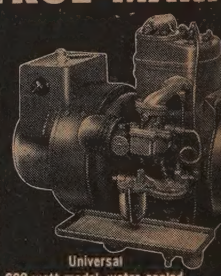

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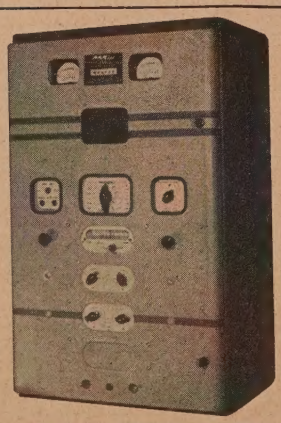

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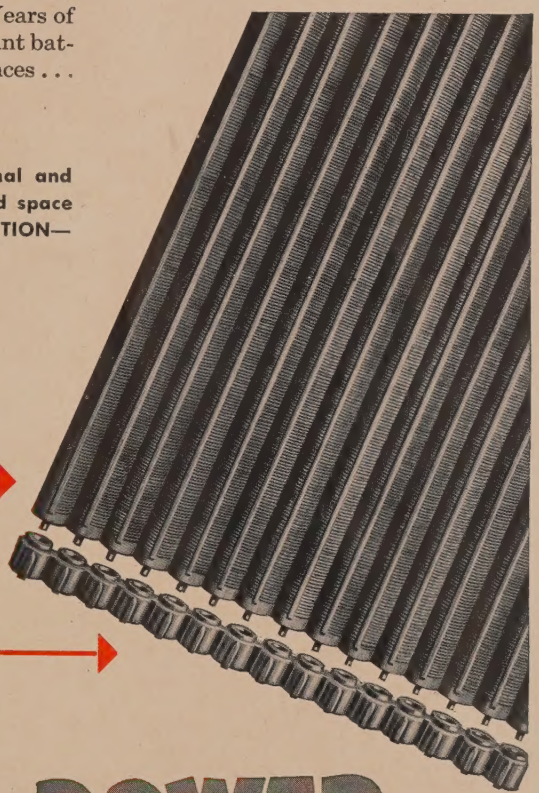

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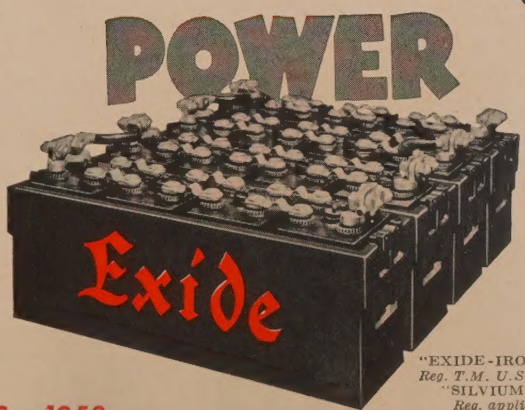

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